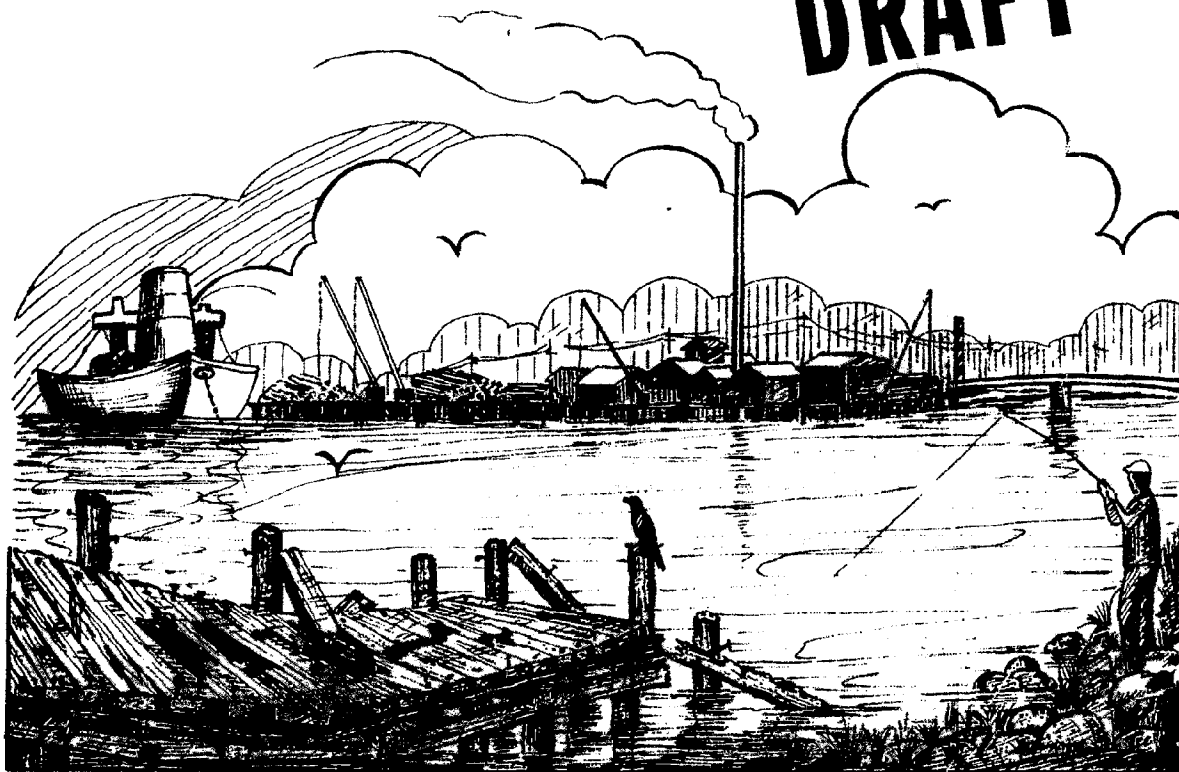


REVITALIZATION ACTION PLAN FOR THE GRAYS HARBOR URBAN WATERFRONT

JULY 1982

DRAFT



THE GRAYS HARBOR REGIONAL PLANNING COMMISSION

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REVITALIZATION ACTION PLAN
FOR
THE GRAYS HARBOR URBAN WATERFRONT

PROPERTY OF THE U.S. DEPARTMENT OF COMMERCE

JULY 1982

U.S. DEPARTMENT OF COMMERCE NOAA
COASTAL SERVICES CENTER
2234 SOUTH HOBSON AVENUE
CHARLESTON, SC 29405-2418

The preparation of this report was financially aided through a grant from the Washington State Department of Ecology with funds obtained from the National Oceanic and Atmospheric Administration, and appropriated for Section 306 of the Coastal Zone Management Act of 1972.

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CHAPTER ONE
INTRODUCTION

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INTRODUCTION

The waterfront has been one of the area's most important resources since the first residents, the Native Americans, settled the area. The Indians lived along the banks of the Chehalis, Wishkah, and Hoquiam Rivers. The river names we use today reflect the native peoples and their use of the waterfront resources. The waterfront provided the Native Americans with food, transportation, and recreation.

The waterfront played a similar role for the early settlers. The rivers transported logs from the forests to the river mouths where they were processed in mills and loaded onto ships to be transported to distant cities. Towns and cities grew up near the mills at the river mouths and Aberdeen, Cosmopolis, and Hoquiam were borne. The waterfront also provided fishing opportunities and recreational opportunities. In the early 1900's mud walking was a popular past time. Young men would strap boards to their feet and walk on the Harbor's mud flats during low tides. The Splash, an early version of Hoquiam's Loggers' Playday, was held near the mouths of the Wishkah and Hoquiam Rivers.

Dispite these other uses, the Aberdeen, Cosmopolis, and Hoquiam waterfronts were primarily industrail waterfronts. The river transport of logs, the need to logs on the water in rafts (there were no log moving machines capable of sorting logs on land), and the ability to load logs directly from mill to ships were important economic advantages. They ensured that nearly all lumber mills would be located on the waterfront.

During the 1950's and 1960's things began to change in the logging industries. Log trucks which could efficiently move logs from the forest to the mills were developed. Machines capable of moving and sorting logs on land were developed and the new clean water laws required that logs be stored on land, not water. Land storage of logs meant that mills and their storage areas must be bigger and many of the small tide water sawmills at the river mouths, most of which had a very small amount of land, became uneconomical. New mills were established in areas where large industrial sites with deep water access were available. Other areas, the sites of the tide water sawmills, became blighted and then vacant.

These trends have provided the opportunity for new development on the urban waterfront. In an effort to encourage redevelopment of the waterfront, the Grays Harbor Regional Planning Commission has published two reports addressing redevelopment issues. The first report identified the areas where redevleopment could occur. The second, this report identifies actions that local governments can take to encourage waterfront redevelopment.

The first report was titled, RevitIALIZATION Potentials on the Gray Harbor Urban Waterfront. The RevitIALIZATION Potentials report analyzed the factors which influence development on the urban waterfront, evaluated its potential for development, and identified areas suitable for redevelopment.

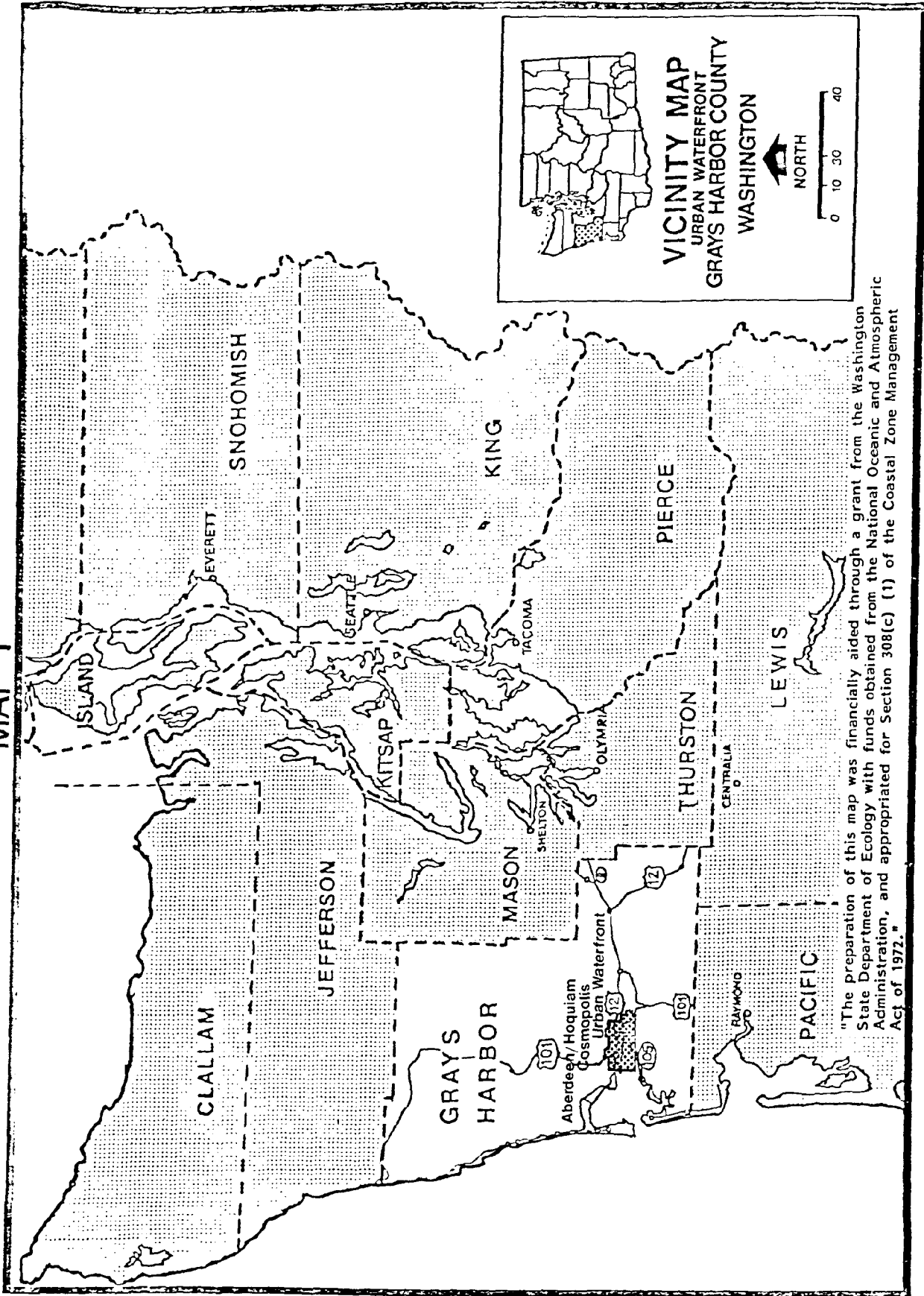
This action plan recommends actions to encourage waterfront redevelopment. The recommendations are based on consultations with the staff of the Cities of

Aberdeen, Cosmopolis, Hoquiam, and the Port of Grays Harbor. They were developed after interviews with major property owners of the waterfront land. The recommended actions also reflect consultations with state and federal agencies. Recommendations also resulted from a review of the waterfront redevelopment literature and the analysis of available funding sources.

Chapter Two includes recommended actions which are designed to encourage waterfront redevelopment. Chapter Three contains area specific recommendations and summaries of the consultations held with private property owners and public agencies. Chapter Four lists the available public grant and financing programs which can be used to encourage waterfront revitalization.

The staff of the Grays Harbor Regional Planning Commission would like to thank those land owners and agency staffs which patiently discussed their plans and the potentials of the urban waterfront with Regional staff. The contents of this report is solely the responsibility of the staff of the Grays Harbor Regional Planning Commission.

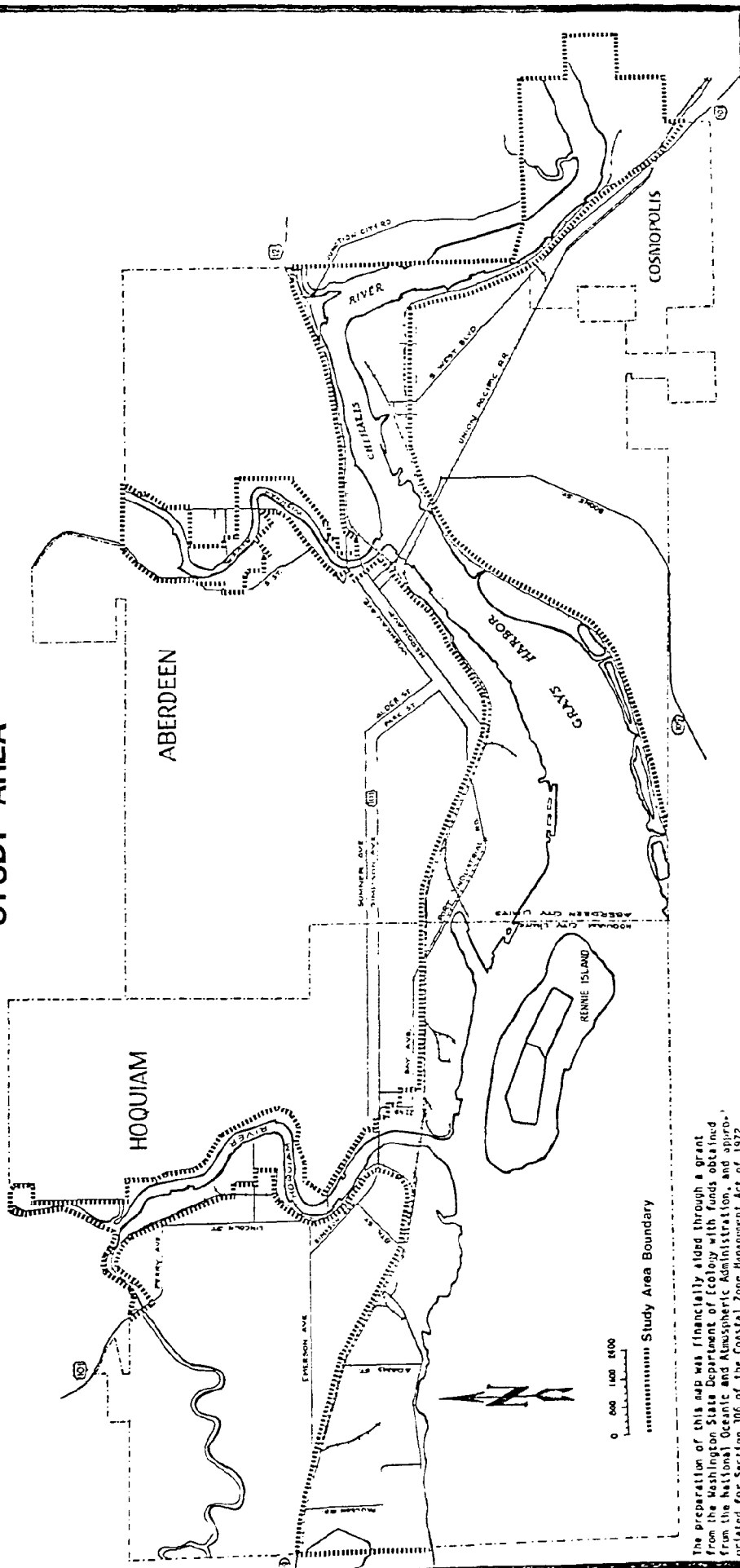
MAP 1



"The preparation of this map was financially aided through a grant from the Washington State Department of Ecology with funds obtained from the National Oceanic and Atmospheric Administration, and appropriated for Section 308(c) (1) of the Coastal Zone Management Act of 1972."

MAP 2

STUDY AREA



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CHAPTER TWO

PUBLIC AGENCY ACTIONS TO ENCOURAGE REVITALIZATION

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2.1 INTRODUCTION

This Chapter will recommend actions local public agencies (the City of Aberdeen, the City of Hoquiam, the City of Cosmopolis, the Port of Grays Harbor) can take to encourage the revitalization of the Urban Waterfront. These actions address the general concerns of the urban waterfront. Area specific actions are suggested in Chapter Three. These recommendations are based on the analysis of the Urban Waterfront contained in Revitalization Potentials on the Grays Harbor Urban Waterfront, November 1981 (Aberdeen, Washington: The Grays Harbor Regional Planning Commission); discussions with the planning staff of Aberdeen, Cosmopolis, Hoquiam, and the Port of Grays Harbor; consultations with property owners; consultations with State and Federal Agencies; and a analysis of available funding resources.

Redevelopment of the Urban Waterfront is a long term goal. This goal will require long term efforts by local public agencies as well as the private sector. This is particularly true given the area's current economic difficulties. Nevertheless, waterfront revitalization can play a positive role overcoming some of these economic difficulties. Because of the long term nature of the redevelopment efforts and the difficulty of foreseeing the future, flexibility is important. As demand changes and new types of developments are proposed for particular sites, local governments must be able to quickly analyze these proposals and be open to new ideas while ensuring the redevelopment proposals satisfy important local goals. This is a difficult challenge, one that will require extensive efforts on the part of local agencies but it has great potential.

The recommended actions are divided into three categories: general actions, actions to increase incentives, and regulatory actions. These recommendations are described below.

2.2 RECOMMENDED GENERAL ACTIONS

Periodically Review and Update Objectives for the Urban Waterfront:

In order to respond to development proposals, local jurisdictions should determine what purposes they would like the urban waterfront to serve. The three cities have developed a set of policies for the urban waterfront. They should periodically review these policies to ensure they are up-to-date, current and incorporate local concerns. In reviewing these objectives it is important to be flexible and open to new ideas and development proposals. Within such flexibility, however, it is also of critical importance that the policies be consistent with the various local, state, and federal regulations which are applied to the urban waterfront. These regulations limit the range of activities that can take place and their intensity. For this reason, these regulations should be considered during the review of any policies and objectives.

Work Cooperatively with Other Public Entities:

The jurisdictions along the urban waterfront have a history of working cooperatively on issues and concerns that affect waterfront revitalization. The strong cooperative efforts to promote the deepening of Grays Harbor navigation channel is but one example of these efforts. The communities

of Grays Harbor County have established the Grays Harbor Regional Planning Commission as an ongoing mechanism to provide for cooperative and coordinated action. These cooperative efforts should continue and the four urban waterfront communities should expand these efforts into day-to-day administrative activities. The various local agencies should notify each other of proposed waterfront developments, projects, and activities which have the potential to impact the other jurisdictions.

2.3. RECOMMENDED ACTIONS TO INCREASE INCENTIVES

Encourage Public-Private Partnerships:

The revitalization of the Grays Harbor Urban Waterfront is too big a job for either public agencies or private companies to do alone. While many sites can be redeveloped easily by one company or agency, concerted redevelopment will require the combined efforts of both the public and private sectors. For example many sites require improved public facilities, the public sector's information and technical assistance capability can reduce development planning costs, and, in certain cases, public programs can help finance projects. By the same token, the private sector's financial and business expertise, private companies access to development capital, and the demand for private sector products and services are essential to the revitalization of most waterfront areas.

One example of a public-private sector partnership is the Weyerhaeuser Corporations use of tax exempt industrial revenue bonds issued through the Port of Grays Harbor to finance the rehabilitation of the corporation's Bay Center export dock. (Tax exempt bonds are discussed in more detail in Chapter Four.)

Local governments should openly encourage public-private sector partnerships. Information on available sites, public-services, demographics and markets should be made available to interested private companies and individuals. Local governments should be opened to sponsoring applications for public financing mechanisms such as industrial revenue bonds and Urban Development Action Grants (UDAG) were needed and appropriate. During the development of their capital improvements program and budgets, the jurisdictions should try to provide the public infrastructure needed to encourage private development in areas where development is desired by the jurisdiction.

Use a Portion of the Optional Real Estate Excise Tax to Fund Capital Improvement to Encourage Waterfront Revitalization:

One innovative way to fund public infrastructure improvements to facilitate and encourage waterfront redevelopment is through adoption of the optional one-quarter of one percent real estate excise tax on real estate sales to be used for capital improvements.

As of July 1982, no local government in Grays Harbor County has adopted the option. The option can be adopted at any time and is collected and distributed by the County Treasurer. The county receives one-percent of the collected monies to pay the administrative costs. The jurisdiction adopting the optional tax receives revenues from real estate sales within that jurisdiction.

If the tax could have been imposed in 1981 for all the jurisdictions in

Grays Harbor County \$267,035.22 would have been raised for capital improvements. For the first six months of 1982, \$81,288.45 would have been raised by the tax countywide. No estimate of the amount of funds that would be available to individual jurisdictions is currently available.

It should be noted that adoption of the optional one-quarter of one percent real estate sales excise tax does not preclude imposition of either the optional five-tenths of one percent increase in the sales tax or the optional five-tenths of one percent real estate sales excise tax.

Although the monies available to any one jurisdiction would not be great, over several years a portion of a jurisdictions available funds used to provide needed capital improvements on the urban waterfront could have a significant impact. To encourage the private sector to invest in areas a community would like redeveloped, a city or town could develop a capital improvements plan committing the city to spend a portion of the funds derived from the optional one-quarter of one percent real estate excise tax over several years. Because the optional real estate excise tax can only be used for capital improvements, there would be no adverse impact on the city's general fund or special funds. Indeed if the expenditures encourage redevelopment additional tax monies could result. However, before substantial funds are committed to capital improvements in any area it should be determined that they would be appropriate for the potential uses and that there is a reasonable expectation the improvements would be utilized by either new development or existing uses.

Maintain Community Eligibility for Grant Funds:

Several federal grant programs that could be used to encourage urban waterfront revitalization require that certain actions be taken to be eligible to apply for the funds. For example the Urban Development Action Grant (UDAG) program administered by the U.S. Department of Housing, requires that communities submit an annual "Request for Eligibility Preapplication" to be eligible. Although this form can be submitted anytime in the year, submitting one every fall (the beginning of the Federal Fiscal Year) ensures a community would be ready to quickly apply if any eligible projects arise.

Community's should identify these programs and develop a regular schedule to renew eligibility each year.

Site Appropriate Government Buildings, Parks, and Other Facilities on the Waterfront to Encourage Private Investment:

The construction of park or public building in an area can often have a stimulative effect. This is particularly true in areas that lack investor confidence. A public building and the investment it represents can sometimes "break the ice" and encourage private investment.

In waterfront areas government agencies need to be very careful that the public building or use is appropriate to the area. Waterfronts have their own unique assests and liabilities and certain public buildings maybe more appropriately located elsewhere, examples of public construction that could encourage private investment in waterfront areas are Aberdeen's Morrison Waterfront Park now undergoing design work. The new Hoquiam Police Station, while not right on the waterfront, is close to the Little Hoquiam River and could stimulate private investment in nearby areas.

2.4 RECOMMENDED REGULATORY ACTIONS

Local Government's Permit Expertise Should be Available to Private Developers:

The development of a waterfront site can require permits from local, state and federal governments. The requirements of these permits can be many and varied. Just finding out what permits are required can be a major undertaking. Local developers have commented on the difficulty of knowing what permits to apply for and how to go about it.

Most local governments have a planning or building official on staff who is knowledgeable about the local, state, and federal permit systems. Sometimes, particularly when an application for a local permit is pending, it is better if the developer talks with staff who are not directly involved in the permit process. The Grays Harbor Regional Planning Commission has staff who are knowledgeable of the requirements for local, state, and federal permits and are available to talk with developers in these circumstances. Regional staff also confers on a regular basis with local, state, and federal permit administrators. Local governments should take the following actions:

1. Encourage their planning and building staffs to maintain and increase their knowledge of local, state, and federal permits required for waterfront redevelopment.
2. Set a policy of informing applicants of all local, state, and federal permits that maybe required. Although most local staffs do this already, policy support is helpful.
3. The Grays Harbor Regional Planning Commission should develop a listing of local, state and federal permits which may be required for shoreline developments with contact points for each permit.

Review Local Plans and Ordinances to Ensure they are Consistent with Shorelines Regulations:

A complaint voiced by developers is that the various regulations that apply to their property are often inconsistent. This can frustrate redevelopment efforts.

Local jurisdictions should review their plans and development regulations which apply to the waterfront to ensure they are consistent.

The local agencies should also work with state and federal agencies to ensure that, to the extent practical, local, state, and federal development regulations are consistent. The Estuary Management Plan is intended to develop such consistency between local, state, and federal regulations. When the plan is complete and adopted it will provide greater consistency. Another potential way to improve consistency would be to combine shorelines and zoning ordinances into one system.

The benefits of consistent regulations include increased certainty and less frustration for the developer together with easier administration for the city or county.

Streamline Permit Procedures:

Delay in obtaining permits can increase development costs and reduce the feasibility of projects. While most of the permit delay for waterfront

projects occurs at other levels of government and many time periods for reviewing permits needed for waterfront development are set by state law, local agencies should review their development regulations to lessen any potential delays.

One way of reducing delay and costs is to consolidate public hearings for the various local reviews that require them. For example, hearings for rezones, shorelines permits, and subdivisions could be consolidated. Such consolidation would be particularly effective if shorelines and zoning ordinances were combined.

The progress of permits and approvals can be maintained through a tracking system to ensure they are expeditiously considered. However, a tracking system is useful only where permits require the approval of a number of agencies or processing through an elaborate multi-step procedure.

Plan and Zone to Protect Existing Public and Private Investments:

Public and private agencies have already made substantial investments on the urban waterfront. Public investments include infrastructure such as roads, water and sewer systems, and park facilities. Private investments include mills, offices, and port facilities. When the waterfront communities review their development regulations they should incorporate provisions to protect these investments and the uses they serve from incompatible uses and other potential constraints.

Protect Rail Corridors Serving the Industrial Waterfront:

Grays Harbors potential future as a diversified cargo port depends in large part on adequate rail access to ship cargo into and out of the port. One of the industrial waterfronts key advantages is that the area is served by two railroad companies.

The communities along these railroads should plan to protect these rail lines by (1) discouraging uses which may be adversely impacted by the consequences of rail operations (such as noise and fast movement) from locating near the railroad tracks, (2) ensuring that adequate buffers are provided between the tracks and existing incompatible uses such as residences, and (3) minimizing new railroad crossings which can limit both train speed and train length thereby reducing the efficiency of rail shipping. In some areas this will require innovative design solutions to both encourage redevelopment and to protect the rail corridors.

Lessen the Adverse Impacts of Stormwater Runoff on Downstream Properties:

Many sites along the urban waterfront, including industrial sites, are located near waterways which carry stormwater runoff from the upland areas into the bay. These waterways and storm sewers are designed to accommodate a certain level of stormwater runoff. During the winter storms, most of these waterways are operating at or close to capacity. When these waterways exceed capacity they flood and erode the low lying properties along their banks. As the land drained by these waterways is developed, the amount of stormwater runoff increases as does its peak flow. These increases in the flow of water in the waterways increase the potential for flooding and erosion. These problems increase development costs and can reduce the competitiveness of those industrial sites along the urban waterfront. Rebuilding the entire

stormwater system to accommodate this higher level of development would be extremely expensive.

A low cost solution is to require adequate drainage systems in new developments and to require the detention of and stormwater flows greater than the sites natural runoff--the flows waterways are currently accommodating. This will help maintain the competitiveness of waterfront sites by lessing stormwater flooding and errosion.

Public Access:

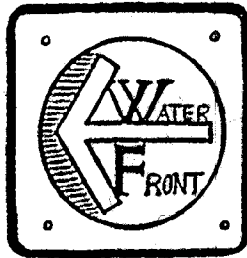
Increased public access to the waterfront can encourage revitalization by attracting commercial and other types of people related activities. On the other hand inappropriate public access could discourage industrial redevelopment. Consequently, the role of public access should be carefully incorporated into redevelopment site plans. Public access should, for example be encouraged and even required for projects in commercial areas, but focused and controlled in industrial areas. At present some local shoreline ordinances do not adequately address the complex role of public access and these provisions should be reconsidered.

Conservation of Existing Development:

Since all deteriorated areas of the waterfront became deteriorated due to the failure of a former use to continue, future deterioration can be avoided by retaining and encourage existing uses. Implementation of the recommendations of this study should, therefore, include applying these techniques to existing waterfront uses as well as already deteriorated waterfront sites.

CHAPTER THREE

PRIME REHABILITATION OPPORTUNITY AREA ACTION PLAN



CHAPTER THREE
PRIME REHABILITATION OPPORTUNITY AREA ACTION PLAN

3.1 INTRODUCTION

This chapter describes the recommended area specific actions to promote redevelopment of the identified Prime Rehabilitation Opportunity Areas. These recommendations are based on an analysis of the areas together with consultations held with appropriate property owners, local, state, and federal government officials.

The Prime Rehabilitation Opportunity Areas were identified in the report: Revitalization Potentials on the Grays Harbor Urban Waterfront (referred to as the Revitalization Potentials Study), published in November 1981. The areas were identified through a two-part methodology. During the first part of identification methodology waterfront uses were vacant, underutilized or blighted and could be served with the infrastructure necessary for development and developed without having significant adverse impacts on the estuarian environment, were mapped and described. The second part of the methodology analyzed the development potentials of these areas. The areas with relatively good development potentials or developer interest were designed as the Prime Rehabilitation Opportunity Areas. The Prime Rehabilitation Opportunity Areas were described and analyzed in detail. Potential uses for these areas were also suggested. Map 3 displays the identified Prime Rehabilitation Opportunity Areas. For a detailed description of the Prime Rehabilitation Opportunity Areas see Chapter Four of Revitalization Potentials of the Grays Harbor Urban Waterfront, November 1981 (Aberdeen, Washington: The Grays Harbor Regional Planning Commission). The area description and the assests and constraints are taken from the Revitalization Potentials Study.

3.2 PRIME REHABILITATION OPPORTUNITY AREA ACTIONS

The following section in this chapter will briefly describe the Prime Rehabilitation Opportunity Areas, summarize the consultations the staff of the Grays Harbor Regional Planning Commission has conducted with property owners and public agencies, list the area specific recommendations, and area specific design standards.

3.2.1 Prime Rehabilitation Opportunity Area A

Area Description:

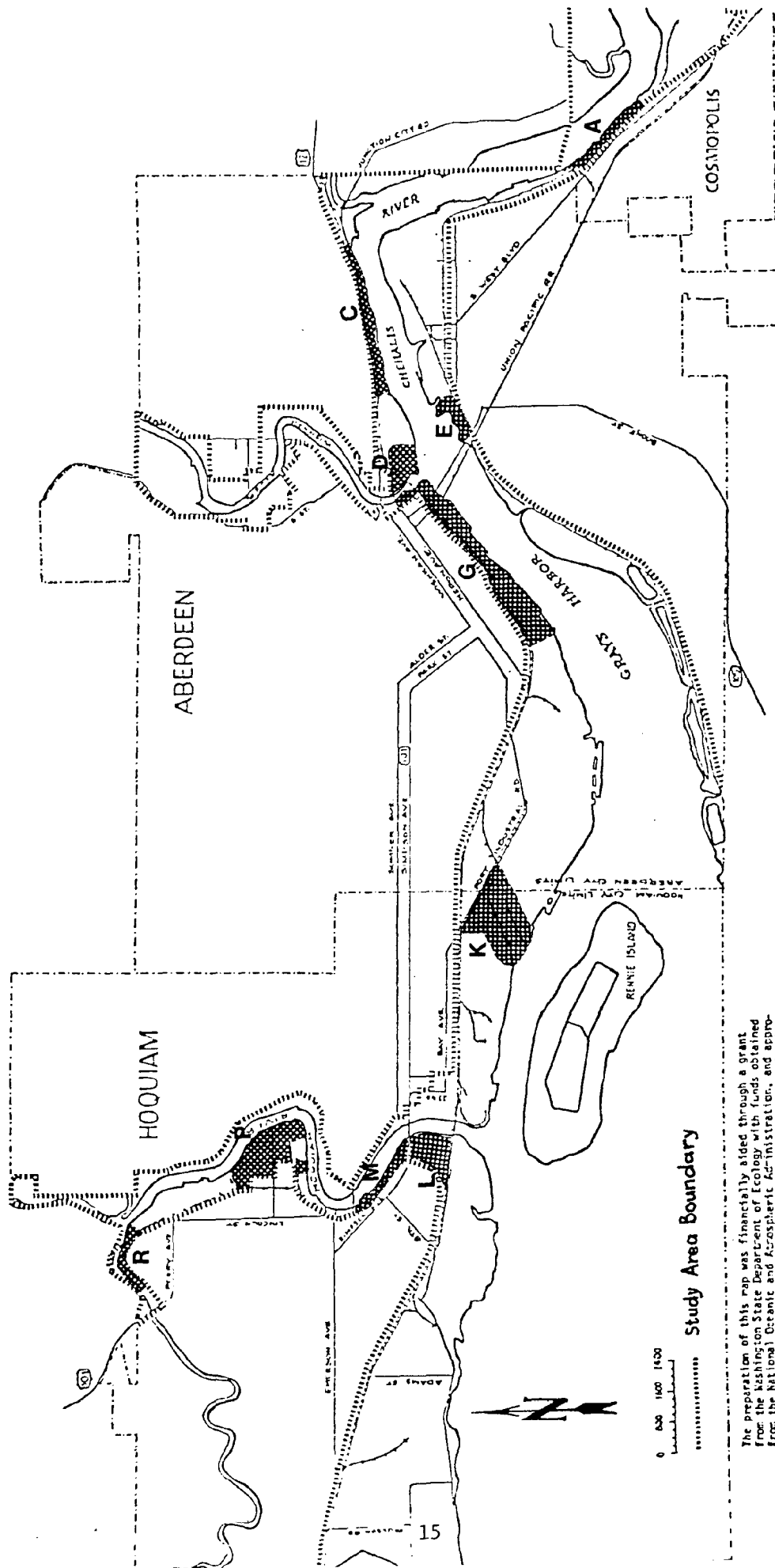
Area: Approximately 9 acres. The main portion of the Area between "I" and "F" streets extended is approximately 6 acres.

Use and Ownerships: The area is used as a boat launch and bank fishing area with most of the land vacant. The site also contains the City of Cosmopolis' unused sewage treatement plant. Adjacent land uses include a pulp mill to the south, the Cosmopolis City Hall and commercial uses to the west with residences to the northwest. Most of the area, including the adjacent wetlands, is owned by a major forest products firm with a small city ownership.

Uses Permitted: A wide variety of uses including parks, recreational facilities, residential, commercial, and light industrial uses are allowed in various ordinances as either permitted or conditional uses.

Historical and Cultural Resources: The Cosmopolis Treaty Grounds, site of the signing of a major Indian treaty. A historic river landing is located at the foot of the "F" Street. An Inian villiage was also located at the mouth of Mill Creek.

MAP 3 PRIME REHABILITATION OPPORTUNITY AREAS



The preparation of this map was financially aided through a grant from the Washington State Department of Ecology with funds obtained from the National Oceanic and Atmospheric Administration, and appropriated for Section 206 of the Coastal Zone Management Act of 1972.

Visual Amenities: The boat launch was rated by the 1981 Revitalization Potentials Study as an area of relatively high visual amenities because of the views of the river and the high level of river-related activities, such as fishing, occurring at the area.

Assets:

- The boat launch and recreational use of the area for boating and fishing.
- Part of the riverbank used for fishing is directly accessible by car or truck. During poor weather many fishing people cast and set their lines and then watch their fishing poles from a car or truck. This is unique within the Aberdeen/Hoquiam/Cosmopolis urban waterfront and makes this area relatively popular for fishing during poor weather.
- Most of the area is a single ownership.
- The interest resulting from the area's historical sites.
- The high quality visual amenities and activity views.

Constraints:

- The railroad line along the shoreline is a barrier to public access and could present difficulties in designing certain uses.

Summary of Consultations on Area A:

The forest products processing firm which owns most the area maintains a boat launch and parking lot on the Chehalis River. While the launch and parking lot are rather basic, the area is popular with boaters and those who fish off the bank. The firm's near term plans are to continue to maintain the boat launch.

Since the late 1960's the City of Cosmopolis has designated most of this area as a city park. The city's current Comprehensive Plan, adopted in 1979, calls for the development of a water and boating oriented park on this site. Although no actions have been taken to date, the city is interested in future development of the area as a park.

Recommendations

Area "A" has a high potential for boating and water oriented recreational uses. The area is currently used for boat launching and for fishing of the river bank. Improvements to the area would increase its suitability for boat and water-oriented recreation and tend to increase the use of this site.

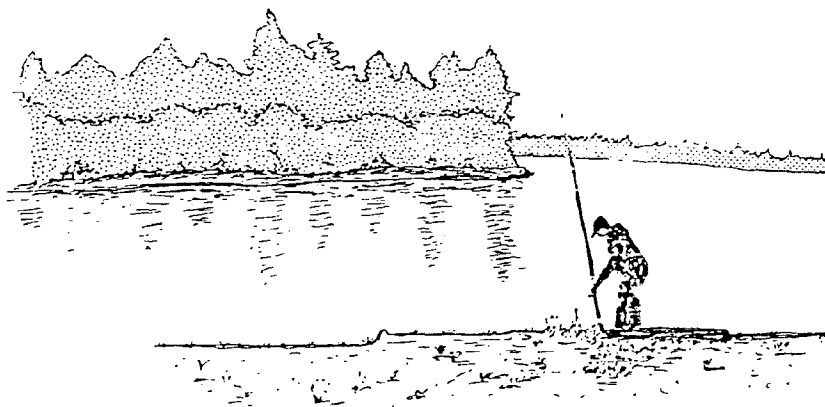
The area also has a high potential for other related recreational uses. Space is available for playfields and other improvements. A walkway on the existing bank along the Chehalis River from the boat launch to Taylor Street in Aberdeen is also possible and would provide additional access, views, and fishing opportunities.

The city should determine appropriate uses for the no longer used sewage treatment plant. Particular attention should be given to the feasibility of using the treatment plant as a salmon rearing facility. The City of Bellingham successfully converted a sewage treatment plant into a fish hatchery as part of a waterfront park. A rearing facility would not only increase the available salmon, but would increase interest in the park and provide educational opportunities for local schools and Grays Harbor College.

The City of Cosmopolis should pursue acquisition of Area "A" and development of a water oriented marine park. The land used directly by boaters and boating related park improvements could be funded by Washington State's Initiative 215 Acquisition and Development Grants. These grants provide 75 percent of the funding for boating oriented land purchases and recreational improvements. In the recent past the State has had more available money than grant applications so funding for eligible projects under this program is relatively easy to obtain. Funds for Cosmopolis' match and other portions of the park could come from bonds or other sources. See Chapter Four for a more detailed explanation of the Initiative 215 program and other potential funding sources.

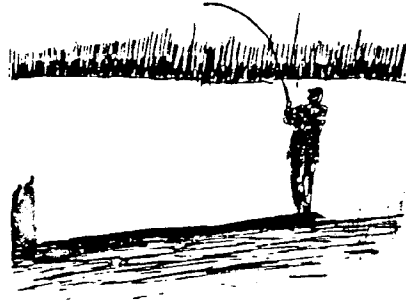
Area Specific Design Standards:

Due to the high potential of this site for a waterfront recreational area, the planning study has examined the design potential of the area in detail the following standards offer a series of intergrated suggestions show the use of the site might be maximized for the recreational use of all age groups in the community.



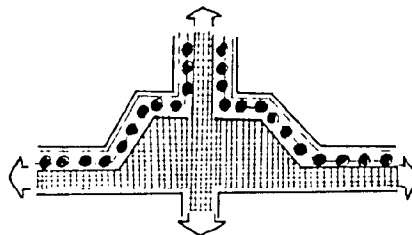
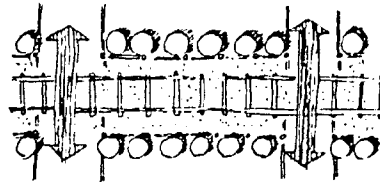
General

- The site's characteristics indicate that it may be appropriate for a city park with following activities:
 - Fishing
 - Boat launching
 - Viewing/watching/sitting
 - Children playing (playground)
 - Picnicing (sheltered)
 - Biking, walking, strolling
 - Eating and entertaining
- The riverbank strip on the northern part of the area could be developed as a bike-way/walk-way path to supplement the park activities.
- The park design should provide for increased understanding of the area's historical significance through interpretive markers and historical displays.
- Railroad tracks should be carefully incorporated in the design and planning of the area to prevent the unsafe interaction of activities and unpleasant areas.



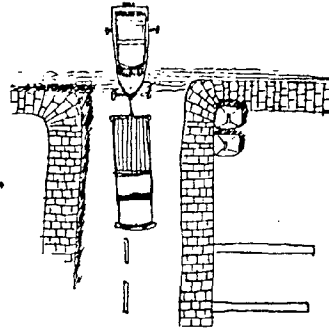
Access Standards for the Park

- Potential conflicts between park users and the railroad branch line through this area should be minimized by limiting road crossings to one, two or three well defined points.
- Safety devices, such as fences, signs, and lights should be used at the railroad crossings to protect pedestrians and cars. Elevated landscaping, berms, trees and fences maybe also used along the railroad tracks to prevent conflicts to the area and also enhance its amenities.
- A network of pathways maybe provided on the site to connect various activities and areas and direct pedestrians to those activities and area, and in the meantime discourages access to undesirable and unsafe areas.
- The surfacing and paving of the pedestrian paths should be distinct and clearly reflect pedestrian area.



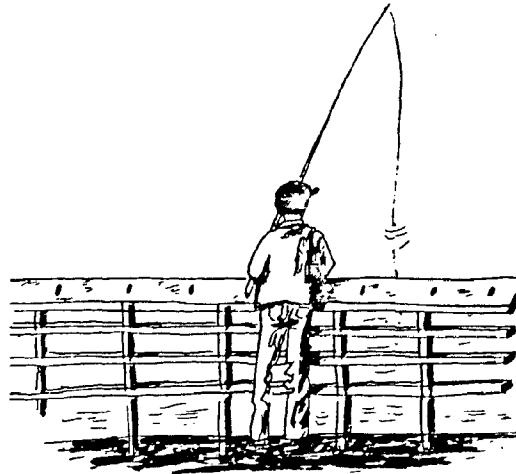
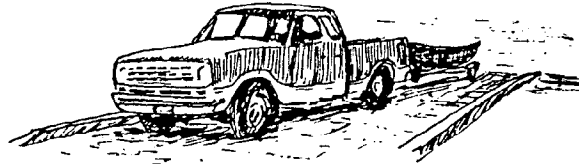
Design Standards for Boat Launches

- Intensive pedestrian and vehicular traffic should be directed away from the boat launching ramp. Adequate space is required for boat launching activities.
- Sidewalks may be provided on both sides of the boat launch access for pedestrians.
- Limited parking might be useful in the area adjacent to the boat launch for temporary use.

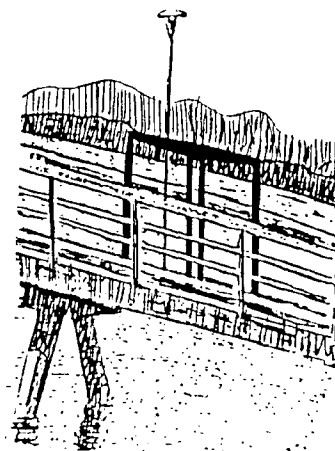


Fishing Pier

- A fishing pier could be provided to improve near shore recreational fishing opportunities for anglers.
- The design and amenities of the fishing pier should not adversely affect the area's existing fishing, recreational, uses, and character.
- The fishing width of the pier (the portion of the pier useable for fishing is usually 16 ft. minimum) should begin at the water depths where fishing activities normally take place.
- A walk-way dock (usually 8 ft. wide) may be provided to reach the main fishing area.
- Benches may be provided on the dock in a back to back arrangement. Shielded benches are convenient for use during extreme weather conditions.
- A standard height railings 42 inches high can be used with sections of lowered railings, incorporated into the design (36 inch high is recommended for young and wheelchair anglers).
- Rod-holders may be provided in top railings for convenient fishing. The top railing can be slanted towards the dock for safety and convenience.
- Display boards may be provided to post fishing regulations and information, such as the pictures of the commonly caught species, their signs, and characteristics.
- Wind and rain screens are probably the most popular amenities for a fishing pier, especially in a climate

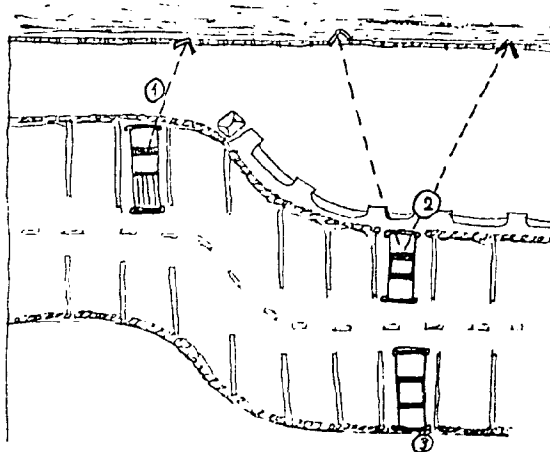


like the harbors. These devices protect anglers during wet and windy weather conditions. Screens may be constructed with wood, plastic and glass. Screens and shelters should be built in a location where they will not interfere with access along the pier.



Parking

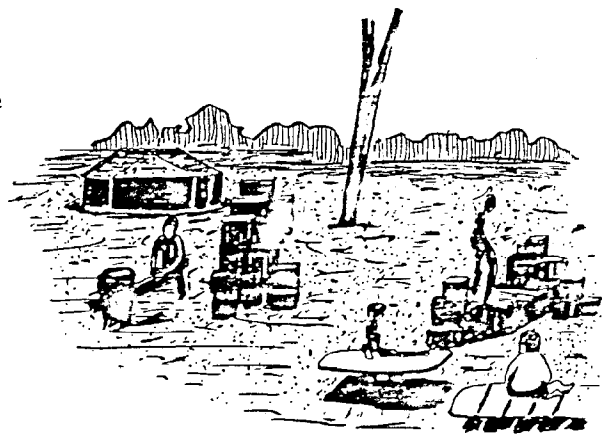
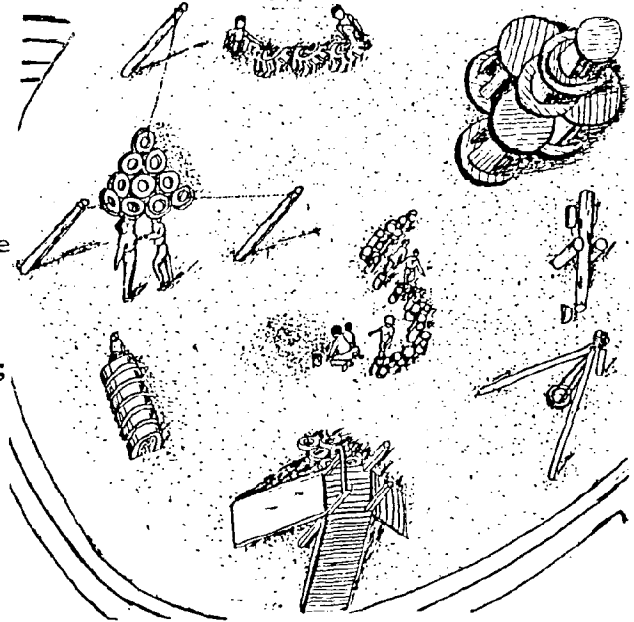
- Parking may be provided for three groups, with three different needs. One group are those who want to fish while waiting and watching from their parked car. Road view of the fishing area and direct and easy access to their rods are essential for the activities to the group. A second group are those who want to enjoy the views, while sitting in the car. A variety of good views to the river, shores, and activities satisfy this group. Visual blocking can be minimized from the portion of the parking area, but direct access to the shores is not required. The third group are those who park their cars in the parking area, and use the area on-foot. No direct access or good views from the parking area are required in this case.
- Care should be taken to prevent parking areas from visually dominating the area. Appropriate parking layout, landscaping, and berms might be useful devices to achieve this purpose.
- The slope of the parking should be designed in a way to prevent water from the parking areas draining directly into the river.
- Devices used to provide boundaries and buffers to separate parking areas should be appropriate for the particular parking purpose. Berms, landscaping, and trees may be used in this case of parking only; landscaping would be appropriate for viewing and fishing from the car.
- Bicycle racks or storage may be provided in an easily accessible area.



Riverside Park

- The northern and eastern portions of the planning area (from the boat launching ramp) is appropriate for a playground.

- A playground of this size may include these activities: balancing, swinging, constructing, sliding, stretching, climbing, and digging.
- The following types of activity areas may be provided: private play zone in which children can use small protected areas for individual or quiet activities; adventure play zone, in which children can spontaneously build and rebuild their environment; manipulative coordination zone, in which children may develop coordination skills frequently with repetitive motion; open area play zone, in which children can use large spaces for group games and individual activities, which may require hard or soft surfaces; creative play zone; in which children can combine materials to make a different object; and nature zone, in which children interact with natural objects.
- Younger children should have separate play areas for safety, but they do not need to be completely separated from older children's play areas.
- Differences in children's age and skill levels should be taken in account in designing the park. Each age group should have a place where they feel comfortable and can play safely.
- Variety makes a playground popular; variety in spaces (large/small, private/public, sunny/shady,...) and variety in equipment (slide, swings, jungle gyms, sea saw, etc.).
- Children prefer playgrounds that have familiar types of equipment, but it is also appropriate to have a space for adventure play where they can build their own structures out of tires, and light weight boards.
- Clear boundaries and protective devices (railings, fences,...) should be used to prevent children from interfering with outside activities (boat launching, fishing, etc.).
- Play areas should be located in adequate distance from the river banks.
- A sheltered picnic area may be provided somewhere in the vicinity of the playground, from which children can be watched. Elevating picnic areas can make it dominant over the playground.



- Surface of the play areas, especially under tall structures, should be soft sand and their surroundings can be grass or other type of landscaping. Brick and concrete may be used for the walkway, picnic area, etc.
- If there are good, sturdy trees and suitable grassy hills, try to include them in your design plan as play areas.
- Leave an open smooth surface for trikes, wagons, etc., where it will not interfere with other activities. The same is true for ball playing leave enough room for bouncing, throwing and rolling away from places where balls may interfere with other children playing in sand, etc.
- If garden or natural grass are provided, put it in a well protected area, not too close to the riverbanks, planted areas may need borders for added protection.
- If slides are provided, make sure there is adequate space (at least 4 ft.) around the base, for waiting a turn or just running.



Bike-way/Walk-way paths

- A path may be developed north of the playground, along the riverbank. The path's layout should follow the natural form and topography of the river bank.
- Bounded asphalt and/or gravel may be used for the paving of the paths. Natural vegetation, landscaping, and trees may be used for boundaries, to protect the natural amenities of the surrounding area.
- Viewpoints or resting areas (with benches, water-fountains, trash containers, etc.) may be provided somewhere along the path, where potentials (such as space and views) are present.
- Access to the path may be allowed only from certain points, to ensure safety of the users (against accidents) and also to protect the surrounding natural areas.



Lighting and Sign Systems

- A unified, effective, and attractive sign and light system should be provided in the area. Part of the success or failure to a recreational area lies on the qualities and effectiveness of the sign and lighting systems in the area. Lights are especially critical for night users, crime prevention, and the area's attractiveness. Care should be taken to provide adequate light in the hidden and potentially crime oriented or dangerous areas, such as pathes, piers and parking areas.



3.2.2. Prime Rehabilitation Opportunity Area C

Area Description:

Area: Approximately 12 acres.

Use and Ownership: Most of the area is vacant. A closed road south of the railroad tracks serves as a walkway and fishing platform. Along the road are some of the most popular sturgeon fishing areas on the Chehalis River. The west portion is occupied by a commercial use and light industrial use. The land to the west is used for intensive commercial activities. The east end of the site is occupied by an oil dock and distribution facility. The area is owned by the City of Aberdeen, with the exception of the light industrial site which is owned by a forest products firm.

Uses Permitted: Public and semi-public uses (including parks), heavy commercial, and certain industrial uses would be permitted.

Historical and Cultural Resources: One of Aberdeen's early fishing boat basins was located at the mouth of Wilson Creek near the west boundary of the area.

Visual Amenities: The 1981 Revitalization Potentials Study rated this area as having some of the best waterfront views on the harbor. The views include salmon and sturgeon fishing, lumber exporting activities, boat moorages, the river and riparian vegetation, and views of Mount Rainier on cloudless days.

Assets:

- The popular salmon and sturgeon fishing opportunities.
- The public ownership.
- The existing walkways along the Chehalis River.
- The quality visual amenities and activity views.
- The historical use of the area as a fishing boat basin.

Constraints:

- The size and shape of the site precludes most types of development.

Summary of Consultations on Area C:

The City of Aberdeen is developing this area as a water oriented park. Map 6 displays the preliminary site plan for the Morrison Waterfront Park. The City has acquired most of the property and has worked out an agreement with owners of the light industrial site. The City's consultant has developed a design for the park and city staff is currently writing the EIS as a first step in obtaining the state and federal permits required before construction can proceed.

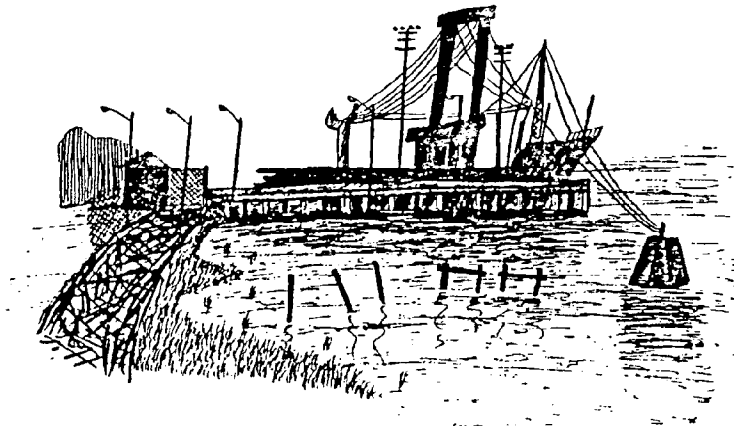
The plans for the Morrison Waterfront Park propose the development of picnic areas, a marina, a waterfront restaurant, recreational areas, fishing piers, and the expansion of the existing walkway. When complete, the linear walkway/bicycle path will extend from near the oil terminal at the east end of the park, through the park, along the bank of the Chehalis River to the mouth of the Wishkah where it would follow the east shore of the Wishkah River to the Heron Street bridge where the path would cross over to Zelasko Park (located on the west bank of the Wishkah.)

Recommendations:

Area "C" has the potential to become one of the outstanding recreational

areas in the Aberdeen/Hoquiam/Cosmopolis area. The area is currently a popular fishing site. The proposed waterfront park would be a major recreational resource and could encourage additional redevelopment of the urban waterfront.

Like Area "A" the marine oriented portions of the Morrison Waterfront Park could be funded by Washington State's Initiative 215 Development Grants. These grants provide 75 percent of the funding for boating oriented improvements such as boat launches and docks. See Chapter Four for a more detailed explanation of the Initiative 215 program and other potential funding sources.

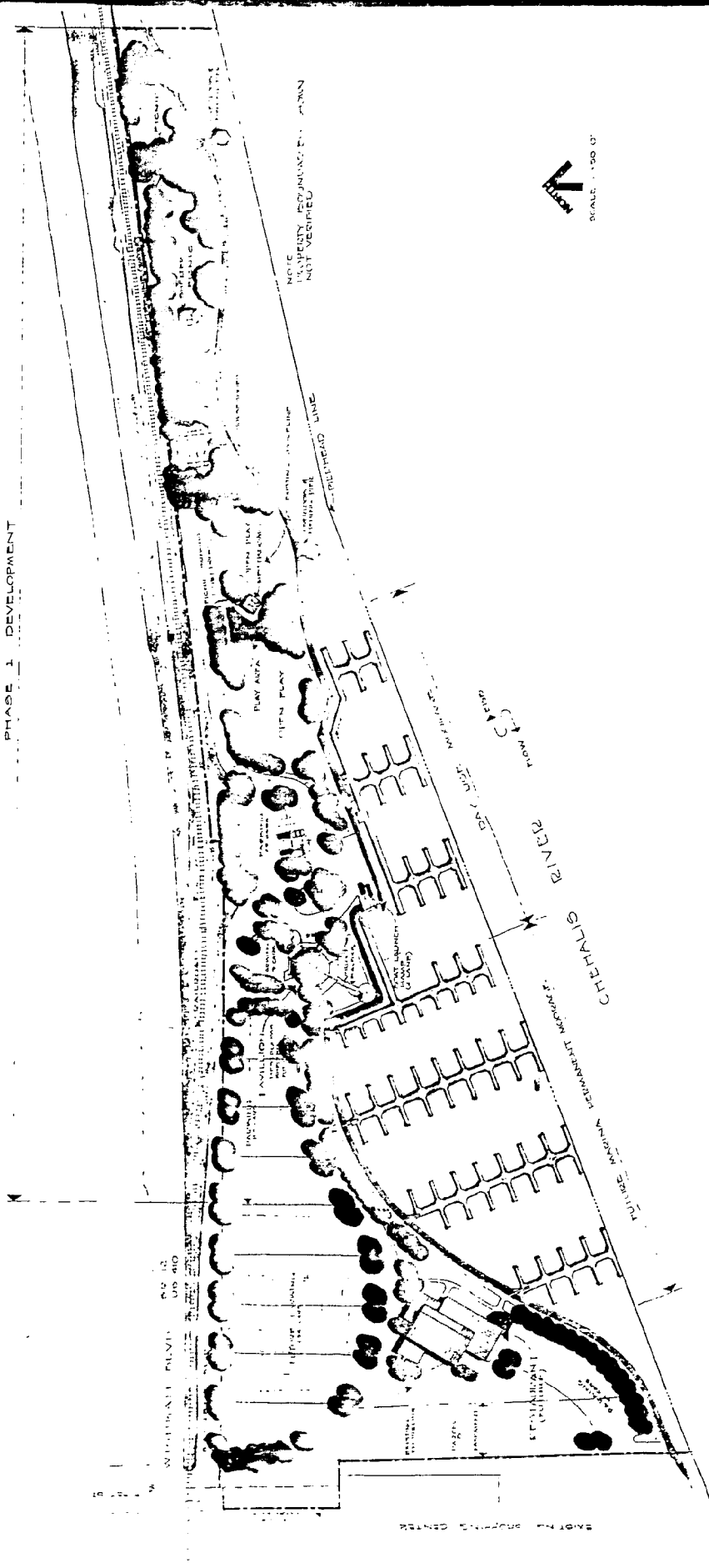


AREA C



Proposed Site Plan MAP 6 Morrison Waterfront Park

PHASE 1 DEVELOPMENT



ABERDEEN RIVERFRONT MARINA PARK
ABERDEEN, WASHINGTON

O.R.E.

3.2.3. Prime Rehabilitation Opportunity Area D

Area Description:

Area: Approximately 16 acres.

Use and Ownership: The portion of the area adjacent to the Wishkah Mall and south of Heron Street is vacant to Newell Street (with the exception of the State Game Offices.) The remainder of the area is used for light and heavy commercial uses. One of the buildings, dock, and part of the adjacent land at the mouth of the Wishkah River is temporarily being used as a contractor's staging area. By the end of 1982 the contractor will have completed the project and the building and dock will be available for other uses. The area is surrounded by commercial uses on the north and east sides, water on the south and west.

The site is owned by four owners. Most of the area south of Heron Street, between the mall and the railroad tracks is owned by the Port of Grays Harbor. A private owner owns a significant inholding in the area and the Game Department owns four lots. The City of Aberdeen owns the land between the railroad and Heron Street adjacent to the Wishkah River.

Uses Permitted: Retail trade, motels, recreational uses, and moderately heavy commercial uses would be permitted.

Historic and Cultural Resources: The site of Aberdeen's first sawmill constructed in 1884. The site of a permanent Indian settlement.

Visual Amenities: Like Area "C" this area also has some of the best views on the harbor. They include fishing boat traffic, lumber exporting activities, bridge activities, boat moorages, and views of the tip of Mount Rainier on cloudless days.

Assets:

- Most of the parcel is in one public ownership. The owner is actively promoting redevelopment of the area.
- The surrounding area is experiencing a relatively high level of re-development and reinvestment.
- The area is convenient to a broad range of commercial and service establishments.
- A high level of public services are available.
- The quality visual amenities and activity views which should improve with the development of the waterfront walkway.
- The zoning and shorelines regulations encourage commercial redevelopment.
- The alignment of the proposed "expressway" industrial bypass is adjacent and should provide good access to the area.
- The area is served by the major state highway to the ocean beaches (Highway 12).

Constraints:

- Water dependent development on the Chehalis River side is limited by the potential of docks to reduce the clearances and maneuvering area available to ships negotiating the turn in the navigation channel just south of this site.

- The right of way requirements for the proposed expressway will severely limit the development potential of the portion of the area between Heron Street and the railroad.
- The traffic patterns and volumes on State Highway 12 hinder access to the site for westbound traffic because the highway has no left turn lanes. Internal circulation for the properties south of Wishkah Street (Highway 12) is difficult because of the high traffic volumes and a limited street system.

Summary of Consultations on Area D:

The Port of Grays Harbor has prepared the portion of the site between the mall and South Newell Street for a Motel/Restaurant complex. The Port is currently preparing a sales campaign to attract a developer to construct and operate a motel on the site.

The Port is also working with the City of Aberdeen to improve access to the properties south of Wishkah Street (Highway 12) and improve the internal circulation system. Alternatives being explored at this time include reestablishing a street along the Heron Street alignment which would turn and connect with Wishkah Street (Highway 12) at Wishkah's existing intersection with Pioneer.

Port staff has reviewed potential for redeveloping the old fish protein processing plan for commercial fish processing operations. After discussion between the Port and the City it was determined that such an operation would not be compatible with the nearby commercial uses. The area would be suitable for other water oriented commercial uses such as a charter fishing operation.

The property owned by the private party within this area is currently for sale.

Recommendations:

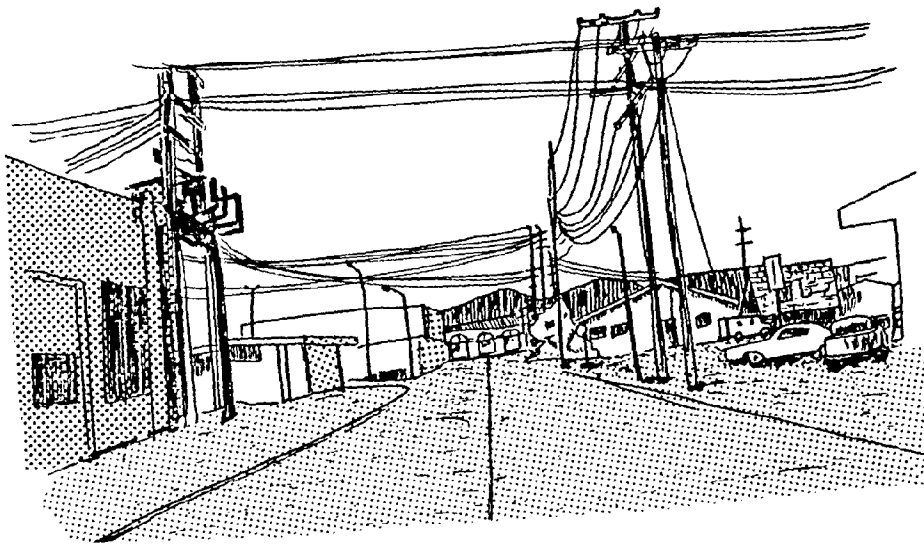
The Port of Grays Harbor should continue its efforts to attract a developer to redevelop the sites within the area, including the privately owned site, if still available.

The City of Aberdeen should continue its policy of not committing its property to long term uses until the expressway corridor is determined. Both the Port and the City should continue their efforts to improve local access within the area and highway access to the site.

Area Specific Design Standards:

- Buildings should be oriented towards the Chehalis and Wishkah Rivers to provide visual waterfront access for patrons.
- The site design should incorporate the City's proposed waterfront walkway. The walkway should be designed to prevent intrusion into private spaces such as motel rooms and restaurants.
- Provisions for a variety of activities including fishing viewing, and walking should be incorporated into the walkway to encourage increased use.

- Parking lots, landscaping, and buildings should be designed so the area is not dominated by parking lots.
- Parking and loading areas should be designed for easy patrolling by police.



3.2.4 Prime Rehabilitation Opportunity Area E

Area Description:

Area: Approximately 9 acres including private tidelands.

Use and Ownerships: The eastern portion of the site is used as a boat yard with an adjacent public boat launch. The remainder of the site is vacant. The boat yard was rated as "poor" quality in the structural quality survey. The dock in particular could benefit from rehabilitation.

This area has four owners: the boat yard, a forest products firm which owns some of the uplands adjacent to Curtis Street to the Alder Creek outfall, and a construction/natural resources extraction firm which owns some uplands and the tidelands from the boat launch to the bridge. The boat launch is a City right of way.

Uses Permitted: Offices, commercial uses, warehousing, outdoor storage and other light industrial uses.

Assets:

- The area is centrally located and adjacent to a boat yard and the Weyerhaeuser Sawmill.
- The area is adjacent to an arterial.

Constraints:

- The size of the area is quite small and permits for filling the tidelands may be difficult to obtain.
- The railroad line throughout the site limits use of the available uplands.
- The proposed South Aberdeen Dike could also limit the available land.
- Unless southbound lane access is improved, uses which generate significant volumes of traffic may not be appropriate.
- The Alder Creek outfall is located on this site. Replacement of the outfall would significantly increase the cost of any bank modification. However, the outfall needs to be replaced anyway.

Summary of Consultations on Area E:

The owner of most of the undeveloped portion of this site is planning to construct a barge uplanding and marine service facility on the site. However, the area would be available for other users if warranted by demand.

Recommendations:

The redevelopment of this area should be carefully designed to ensure the proposed South Aberdeen Dike would not intrude on any uses. Access to the site should be designed to minimize any potential interference with the Curtis Street and Chehalis River bridge traffic patterns.

Area Specific Design Standards:

- The existing public boat launch should be retained or another boat launch along the south shore of the Chehalis should be developed and dedicated to the city.
- A sidewalk should be built along Curtis Street between Boone Street and the Chehalis River bridge to facilitate pedestrian movements between north and south Aberdeen.

MAP 8



WAS
TLL

REVER

CHETHANATHAN

BOONE ST.

CURT		KING
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CLARK	ST.
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SCOTT

MARION

The preparation of this map was financially aided through a grant from the Washington State Department of Ecology with funds obtained from the National Oceanic and Atmospheric Administration, and approved for Section 306 of the Coastal Zone Management Act of 1972

3.2.5. Prime Rehabilitation Opportunity Area G

Area Description:

Area: Total area approximately 82 acres.
Subarea G-1 approximately 3 acres.
Subarea G-2 approximately 28 acres.
Subarea G-3 approximately 4 acres.
Subarea G-4 approximately 47 acres.

Use and Ownerships: Over half of the land within this area is currently vacant or underutilized. The portion of the area along the Wishkah River (referred to as Subarea G-1) above the railroad bridge is used for fish processing and sales, the area below the bridge is vacant. In the east end of subarea G-2 there is a material sales outlet and a manufacturing plant. The remainder of the subarea is vacant. The land east of the railroad yard is used as staging areas for construction firms, gravel barge offloading, and gravel handling facilities. Adjacent land uses include heavy commercial uses east of "H" Street, retail commercial uses between "H" and "K" Streets, a railroad sorting yard, and heavy commercial and industrial uses west of Jefferson Street. To the west of the area is the City of Aberdeen's sewage treatment plant and marine storage for a recently built sawmill. This area contains several structures in need of either rehabilitation or replacement including a large underutilized structure between Michigan and Alder Streets on the waterfront.

Two types of ownership patterns are found in this area. Along the Wishkah River are a number of small ownerships usually comprising a few lots. The second pattern is found along the Chehalis River which is characterized by large ownerships. East of the Chehalis River bridge area are three moderately sized ownerships. West of the bridge is a moderately sized ownership occupied by a heavy commercial use. The bulk of the area, from "I" Street west, is in two large ownerships. One owner is a forest products firm which has placed its holding up for sale. The other holding is owned by a construction and natural resources firm. There is also a plated street, River Street owned by the City of Aberdeen, which runs from "F" Street to Lincoln Street along the same alignment as the railroad tracks. Except for the section between "F" and "H" Streets, River Street is unimproved.

Uses Permitted: The area is currently within a variety of zoning districts which would permit different types of uses. These zones include: "Service Commercial" east of the Chehalis River bridge along the Wishkah, "Heavy Commercial - Light Industrial" between State Street and the railroad tracks, and "Industrial" south of the railroad tracks along the Chehalis River. "Service Commercial" permits retail sales, service and repair of vehicles and appliances, entertainment facilities, offices, and other commercial uses. "Heavy Commercial - Light Industrial" permits commercial uses such as offices, wholesale trade, warehousing, outdoor storage, distributors, and industrial uses such as truck terminals and fabricating. "Industrial" permits manufacturing, fabricating, processing, warehousing, and outdoor storage.

Historical Sites: The area near the mouth of the Wishkah River has a variety of sites including the site of Aberdeen's first cannery, built in 1877, and the site of Billy Gohl's Tavern. Billy Gohl was a notorious

murderer during Aberdeen's early years. The site of the Humbolt Saloon and Museum. The site of two important river landings.

Visual Amenities: This area was rated by the Revitalization Potential Study as having some of the best visual amenities on the Harbor. The area has good views of bridge activities, waterborne commerce, and boating activities.

Assets:

- The area is adjacent to downtown Aberdeen.
- The area is served by those public facilities and services required for intensive development.
- The area is planned for intensive development.
- Bankline straightening and fills would be permitted in this area subject to special conditions.
- The large ownerships minimize site assembly costs.
- The area has high quality visual amenities and activity views.
- The northern portion of the site has a deep water marine terminal.
- The area has good rail access by two railroads.
- The area is near a wide variety of motels, restaurants, stores, and other commercial uses.

Constraints:

- The area's sites tend to be too small for many industrial uses. This is especially true of sites on the central and east end of the area.
- The rail facilities inhibit access to the area. The railroad yard also restricts access to the central portion of the site, subarea G-3.
- The roads providing access to the area need to be improved to accommodate redevelopment.
- A corridor for an expressway to direct through traffic away from downtown Aberdeen has been designated immediately north of this area. The actual designs of both the future uses of this area and the expressway should accommodate both needed access to the waterfront and an improved flow of traffic traveling through the urban area.
- The area's zoning tends to limit non-industrial redevelopment.

Summary of Consultations on Area G:

The plans of the property owners and current users of this area vary significantly. Most uses within subarea G-1 are planning to remain at their current location. Several vacant properties in the area are for sale and available.

Most of subarea G-2, the former Anderson-Middleton Mill site, is for sale.

The natural resource firm which owns subarea G-4 is planning to continue its gravel and marine construction operations at this site while actively seeking new tenants for the area. While site G-4 is a good one for the firm's marine related activities, it is larger than the company requires. If the company finds a new user willing to purchase the site, they would move their operations to other areas on the urban waterfront. Until a new use is found, the firm will continue to use the site. Several sites and buildings adjacent to subarea G-4 are also for sale. These parcels could be added to the property in G-4 to create larger sites for potential development.

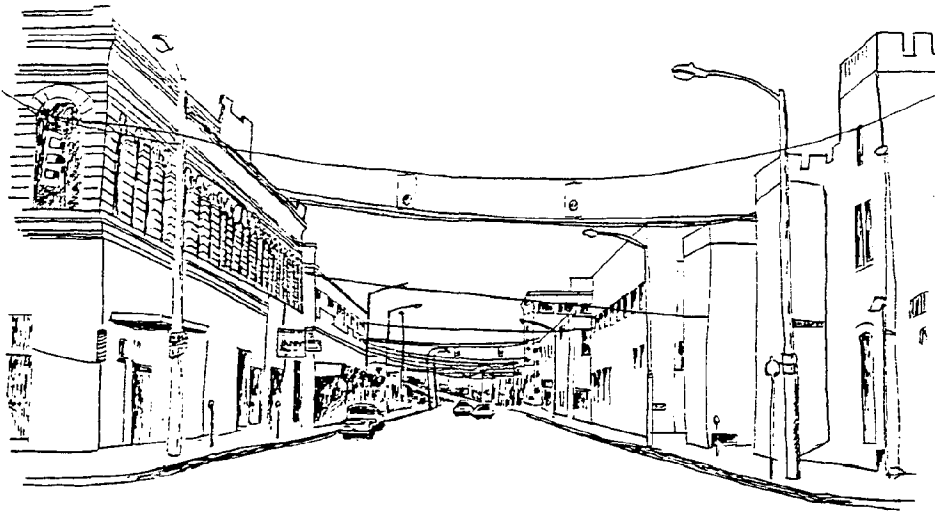
Recommendations:

Major new developments should not be encouraged in subarea G-1 along the State Street alignment until the land requirements of the proposed expressway bridge are determined. The proposed bridge would cross the Wishkah River and connect State Highway 12 (Wishkah Blvd.) with the proposed expressway which would bypass downtown Aberdeen and provide improved access to the industrial waterfront.

Because of the unique potentials of subarea G-2, the City of Aberdeen should consider adopting a new zoning district for the area. The district should permit a variety of commercial and industrial uses with special site plan review provisions to ensure compatability between the uses in the area and nearby downtown Aberdeen.

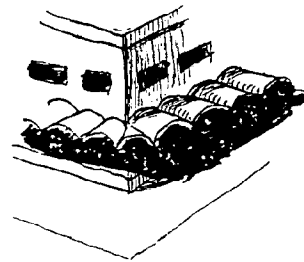
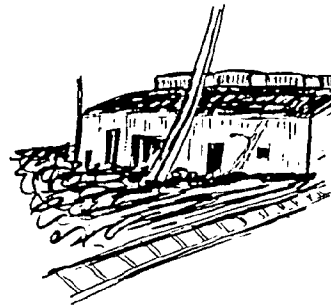
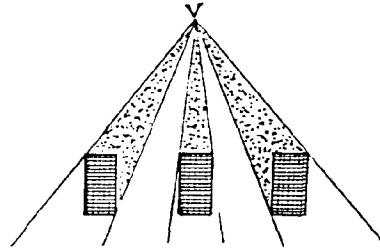
Area Specific Design Standards:

Since this section of the waterfront is the focal point for most of the waterfront, and its future is perhaps the most unknown, this study has taken a more extensive look at potential design standards for this area than some of the other areas.



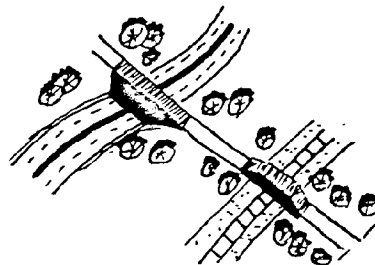
General Form and Apperance Standards:

- Commercial and public buildings, and structures should be arranged to prevent view obstructions and to avoid restricting views. This could also provide open space for public use.
- The height, size, and bulk of buildings and structures in the area should be also planned in a manner to protect and enhance the view corridors while providing adequate spaces for the various uses.
- Commercial and public buildings, can be oriented toward the water to provide maximum amenities for the users. Limited outdoor spaces for certain activities would be appealing during the summer.
- By removing the unused railroad sidings and structures, which have blighted some portions of the area, more land would become available and the area will look more pleasant and attractive to the viewers and users of the area.
- Due to the special natural and climatic conditions of the area, it seems necessary and usefull to arrange buildings and spaces in a manner which provides shelter during rainy, cold, and stormy times.

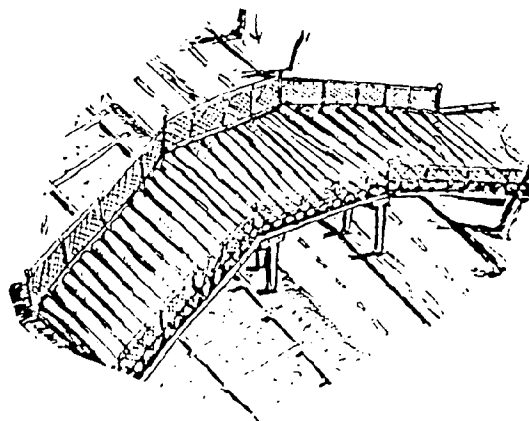
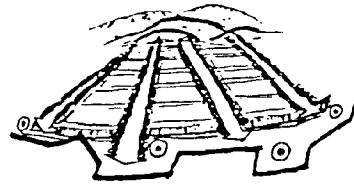


Circulation and Accessibility Design Standards:

- A directed and planned access way to the area is desirable to provide safe access to the area and to address limitations posed by the railroad and expressway. One major corridor access, possibly with a skybridge provided over the railroad and the expressway, could be considered as the "gate" to any portion of the area used for commercial and/or public uses.
- Additional accesses across the expressway would be appropriate to serve the uses in this area.



- A visual corridor to any commercial and/or public uses developed in the planning area along the North-South streets and other points is needed to provide visual linkage and connection between the city and these uses. This can be accomplished by planting trees and eliminating blocking elements along these corridors. This would reinforce the linkage, direct attention to any commercial and public use in the area, and provide a sense of continuity and unity within the urban structure.
- Properly located bus stops in the vicinity of the planning area would provide increased access to the area and attract users.
- If developed for commercial and/or public uses, the main corridor (gateway) should be the principal source of on-foot, as well as automobile access to the eastern part of the area. The branches of this corridor then provides access and direct users to various points and activities within the area. Users and activities could then be located along these access ways. Proper signs, pavement, and landscaping would reinforce this concept and make the area more attractive and efficient.
- Since the access ways, especially the pedestrian access to the area, could to a large extent determine potential intensity of any commercial and/or public activities, the design of such a network is very critical for the area. The access network serves to distribute and direct people to the areas where such access is easier, safer, and more attractive. Different colors, textures, materials, signs, landscaping, form, and design (direction and elevation, etc.) may be used to emphasize certain points, certain uses, certain directions, and so on.
- Safe and attractive public access is considered a key to a successful waterfront activity. Public

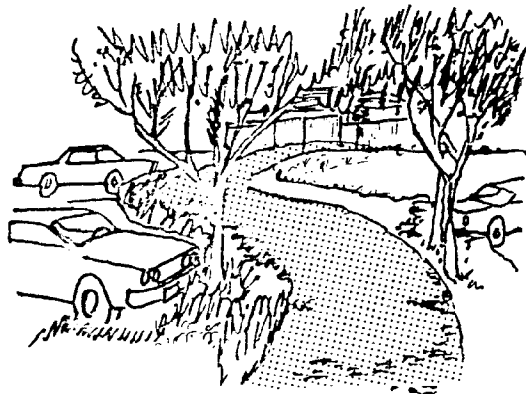
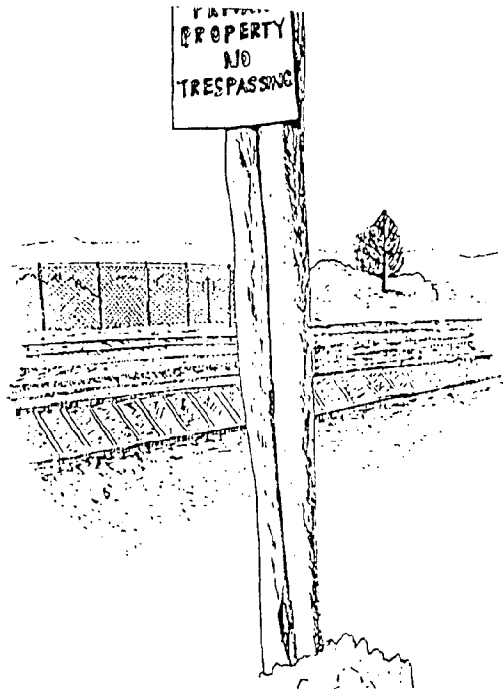


access must be suited to the particular use, its particular design, and the requirements of safety in order to reduce potential hazards for pedestrians from railroad, truck, and industrial activities. Fences and signs may be used to prevent access to those areas and activities. Trees can be used along the railroad and industrial sites as a buffer to reduce the noise level and also add to the visual quality of the area.

- Since the area has potential for mixed-use development, and could accommodate a diverse range of public and private activities, it is therefore important to define boundaries and territorial lines as clearly as possible to help distinguish private spaces from public ones and, thereby, prevent conflict and undesirable interference between activities and users.
- Proper and sufficient lighting in the public places not only adds to the safety to those places, it also makes it more attractive and pleasant at night.
- If portions of this redevelopment area are developed for a mixture of commercial and/or public uses parking may be provided in two forms: a large parking lot in the eastern section for general use, and small cul-de-sac type parking bays next to each activity for direct and convenient access. Trees and fences may be used as buffers to separate parking spaces from surrounding areas.

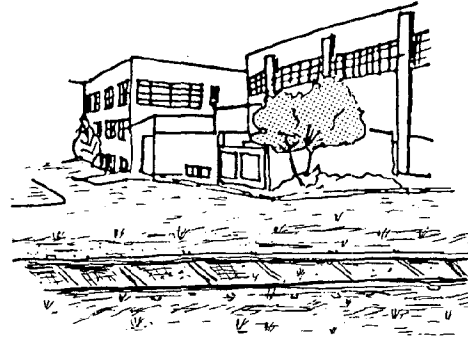
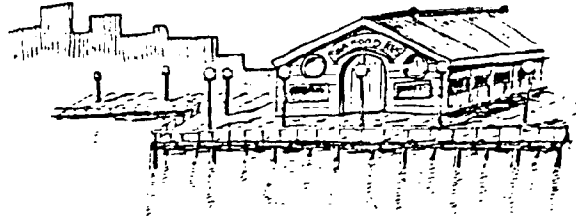
Standards Appropriate for Commercial Activities:

- There are certain sites in the area with a strategic location and dramatic views. These sites offer ideal spaces to locate key activities to attract people to the area: Such as a seafood restaurant, farmer's market, and so on. The area can become the focal point of Aberdeen's



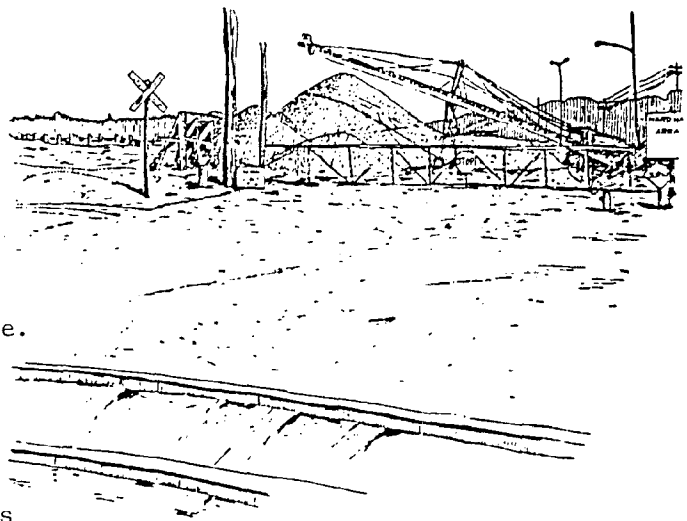
central waterfront. Other activities and uses can be arranged accordingly to provide cohesion and unity to the overall design of the area. Realization of this idea would, among other things, require a change in the existing zoning for the site.

- There is potential for a hotel-motel complex in the area. This complex can be easily oriented toward the water and shore. Since this complex is not considered a public place, its relative privacy should be maintained. Proper design, landscaping, signs, and paths may be used to separate the complex from the surrounding public areas. The noise from the railroad may be dealt with by an appropriate design of buildings and/or buffers, such as trees, fences, and berms.
- Office buildings, general commercial and light industrial activities could be located in the background, where larger pieces of land are available, and where accessibility to major arterials is better.
- Small retail shops, stores, coffee shops and similar activities may be clustered in one area with maximum amenities, good views of the water, a lack of incompatible activities, and easy, safe and comfortable access for the public.



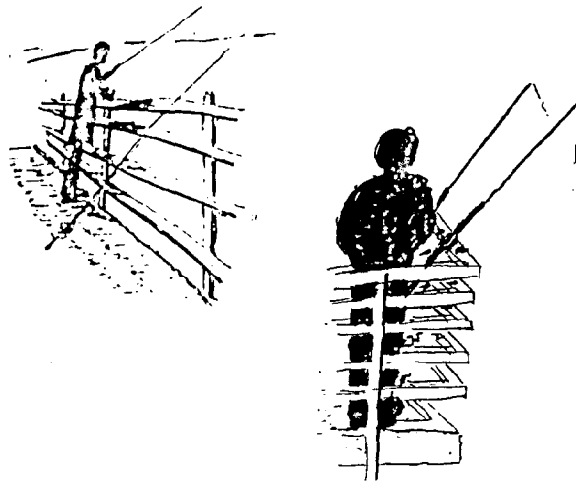
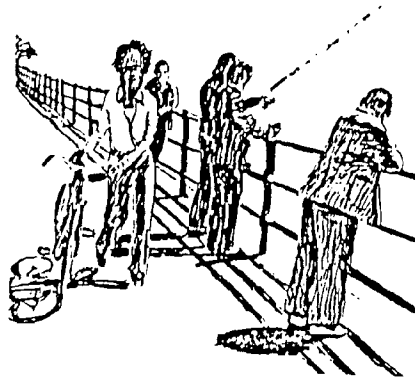
Standards Appropriate for Industrial Activities:

- In the sections of the area where industrial uses have located and will located in the future options and choices as to the location, type, and form of the buildings and structures are many and diverse. However, limited public access to these sections is recommended due to hazardous activities. When such access is provided some safety and security measures should be used to prevent accidents and interference.



Standards Appropriate for Recreational Activities:

- In the eastern portion of the area a dock maybe provided for viewing, walking, fishing, outdoor eating and entertainment, and similar activities. These diversified opportunities should attract people to the area who might become potential customers and users of commercial activities in the area. The size and form of the dock can be designed in a way to best fit the site and related uses. A dock would also be a very useful and practical way to create more space along the shore, where exceptional potentials exist.
- To provide for the safety of users, enhance the quality of the environment, and to provide clear boundaries; railings should be used at the edge of the dock. The form and appearance of these railings would dramatically add to the attractiveness of the commercial areas.
- The strip between the railroad and shores of the Chehalis River has potential for a walk-way, and probably can be used for this purpose until it is developed for some other permanent uses. Protective fences may be provided to separate the railroad yard from this area and trees and landscaping can be used to make it pleasant and attractive. This pedestrian strip along the waterfront would connect the two eastern and western sections of the planning area, which might have positive impacts on both areas. Some minimum paving and lighting can also make the path more appealing and safe.



3.2.6 Prime Rehabilitation Opportunity Area K

Area Description:

Area: Approximately 56 acres.

Use and Ownership: The area is currently used for forest products manufacturing, marine storage, and offices. The area is surrounded by industrial uses and marine storage. The structures in this area were classified as fair and poor in the structural quality survey conducted in preparation for Revitalization Potentials Study. One large building was identified as underutilized. In addition the Terminal One finger pier is underutilized due to silting problems, inefficiencies in operating finger piers, and the age of the structure. The area is owned by the Port of Grays Harbor.

Uses Permitted: A wide variety of industrial uses including processing, manufacturing, fabricating, warehousing, storage, and related uses.

Visual Amenities: This area's visual amenities were highly rated by the Revitalization Potentials Study, primarily because of good views of the ship loading and support activities at the Port terminals.

Assets:

- The area has a prime location on the industrial waterfront.
- The area is served by those public facilities and services required for intensive development.
- The area has good access roads.
- The area is planned for intensive industrial development.
- Bankline straightening and fills would be permitted in this area by the Estuary Management Plan subject to special conditions.
- The area is owned by one public entity, the Port of Grays Harbor. The Port is actively promoting redevelopment of the area.
- The area has good rail access and is served by two railroads.
- The area is near several forest products processing plants and transportation facilities.
- The area is adjacent to a deep water marine terminal.
- The area has high quality views of the working waterfront.
- The area has experienced relatively high levels of reinvestment in recent years.

Constraints:

- The amount of available uplands is small in relation to the requirements of many industrial uses. Portions of the area are currently occupied.
- The Fry Creek pump station, which serves as the principal stormwater outlet for much of west Aberdeen, is located on the upland end of Terminal One. The filling or redevelopment of the slip could require modification of the existing drainage system.
- Area "K" together with the other industrial, commercial, and residential lands lying along Fry Creek are susceptible to potential flooding from increased stormwater runoff as the hills in the Fry Creek basin are developed.

Summary of Consultations on Area K:

The Port of Grays Harbor has amended its Comprehensive Development Scheme to provide for the filling of the Terminal One waterway. This land together with surrounding area would be used for export oriented industrial uses.

The Port is currently exploring the feasibility of converting Terminal Two, just south of Area K, from a lumber and log export terminal to a bulk export terminal. Exports could include fertilizer, potash, and other bulk exports and imports. If Terminal Two is converted, portions of Area K maybe used as storage and staging areas.

If diversification projects such as the bulk cargo facility at Terminal Two are to be feasible, the Port of Grays Harbor must continue to be served by an efficient rail system. In planning lands adjacent to the railroad lines serving the industrial areas of the urban waterfront, care should be taken to ensure the uses are compatible with rail traffic. Railroad crossings should also be minimized to provide for the safety of motorists and trains and to minimize impediments to the flow of rail traffic.

A potential problem facing Area "K", together with the other lands lying along Fry Creek and other waterways in Aberdeen, Hoquiam and Cosmopolis is flooding and erosion resulting from stormwater runoff. The natural waterways and developed stormwater systems are designed to accommodate a certain level of stormwater runoff. As the land drained by these waterways is developed, the amount of stormwater runoff increases as does its peak flow. These increases can flood and erode downstream properties. As development occurs in the hills around Fry Creek, the amount of stormwater runoff also increases unless drainage control systems are incorporated into the new development. The problems resulting from increased stormwater runoff, flooding and erosion, increase development costs and can reduce the competitiveness of industrial sites within Area "K" and other waterfront sites.

To take advantage of the dramatic views of the working waterfront in and around Area "K", the Port of Grays Harbor has identified a site for a proposed viewpoint on the north side of Terminal One. The location is noted on Map 10. Access could be provided to the viewpoint by extending 28th Street in Hoquiam. The viewpoint would provide the public with visual access to the Port of Grays Harbor working waterfront at a convenient and safe location.

In addition to visual access, the Port staff is also exploring the possibility of providing a boat launch facility at the same site. Members of the public have requested the Port's aid in developing a boat launch which would provide improved access to Rennie Island (an island in Grays Harbor south of Area "K"). Sites under consideration include the 28th Street extended site, a site near Terminal Two, and sites along the Hoquiam River. Boat launching facilities at any of these sites could be developed with Washington State Referendum 215 Grant Funds. This grant program, administered by the Washington State Interagency Committee for Outdoor Recreation, provides 75 percent of the funds needed for boating related facilities. A more detailed discussion of Referendum 215 Funds and other potential funding sources can be found in Chapter Four.

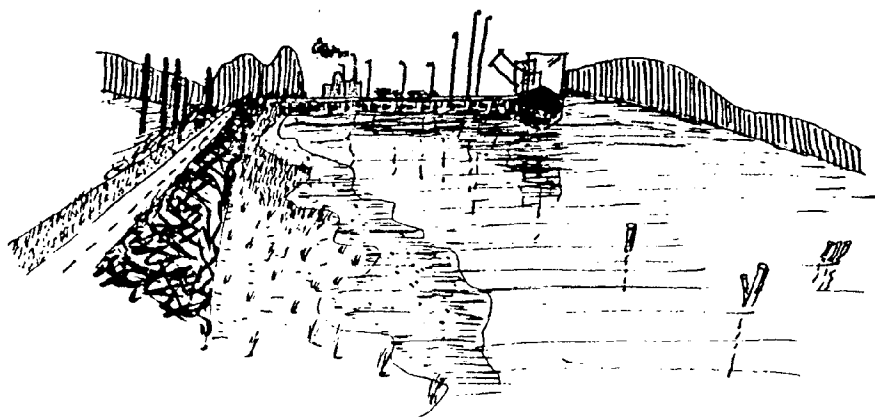
Recommendations:

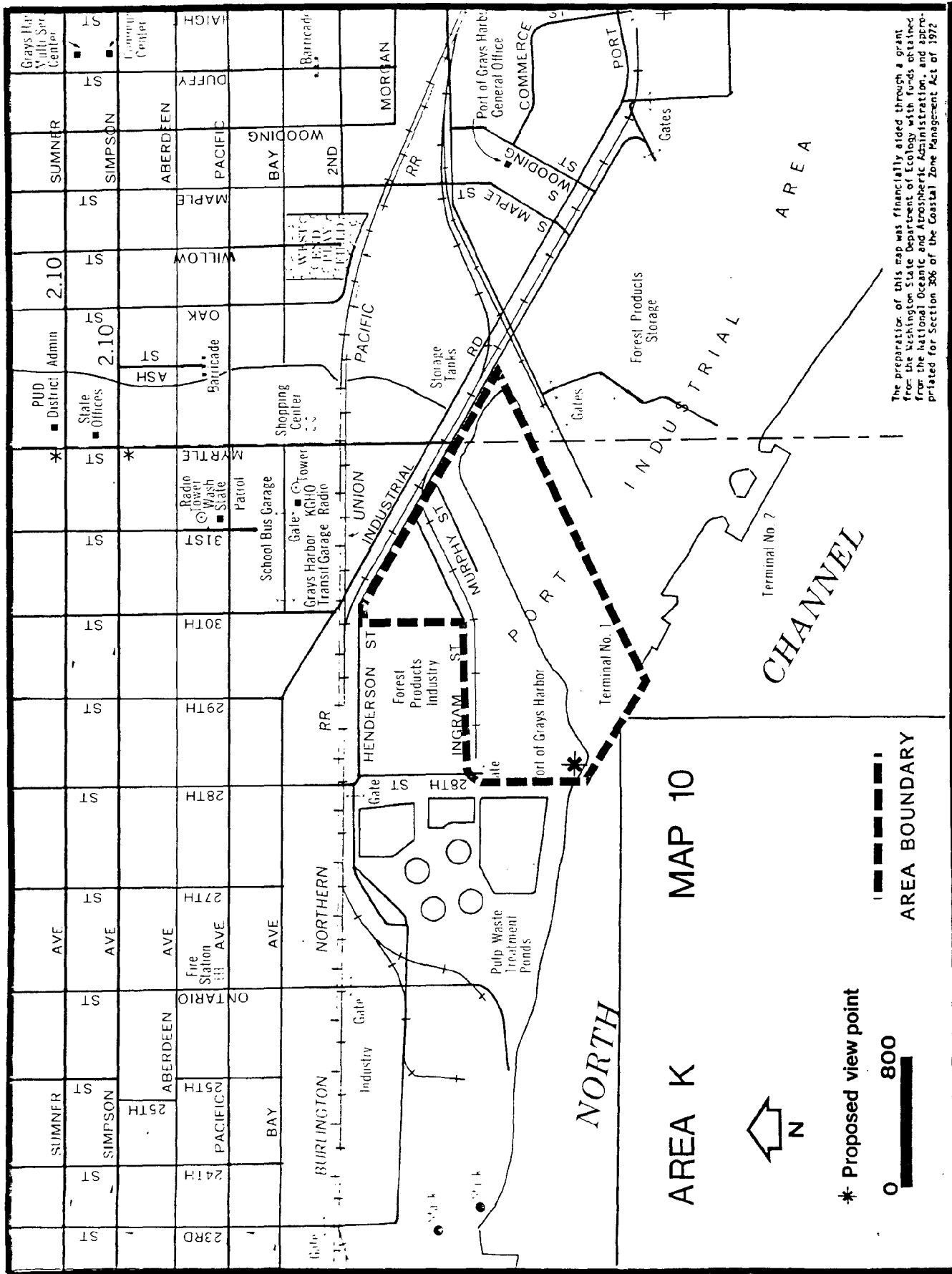
The Port of Grays Harbor should continue its redevelopment efforts for Area "K".

In support of these efforts, communities should identify and protect the rail corridors serving the industrial waterfront.

Aberdeen, Hoquiam and other jurisdictions with the authority to review developments in the Fry Creek watershed, should adopt provisions protecting downstream property owners from increased stormwater runoff and the resulting problems. These measures will reduce the costs of developing and operating waterfront industrial sites.

The Port should continue its efforts to develop a viewpoint at the 28th Street extended site in Hoquiam. A boat launch along the Hoquiam River or on the industrial waterfront could also provide needed direct public access to the waters of Grays Harbor.





The preparation of this map was financially aided through a grant from the Washington State Department of Ecology with funds obtained from the National Oceanic and Atmospheric Administration, and appropriated for Section 306 of the Coastal Zone Management Act of 1972.

3.2.7 Prime Rehabilitation Opportunity Area L

Area Description:

Area: Approximately 19 acres.

Use and Ownership: The area is currently used for marine storage and loading logs, lumber and other forest products onto railcars. The area north of the site is vacant. The area to the east is vacant with a mixture of residences and industrial uses beyond. The area south of the rail yard is committed to be used as a water dependent industrial site. The area is owned by a forest products firm.

Uses Permitted: A wide variety of heavy commercial and industrial uses including heavy commercial and industrial uses such as wholesale sales, boat sales, boat building and repair, vehicle repair, storage warehouses and yards, machinery repair, millworking, manufacturing, and fabricating.

Assets:

- The area is in a single ownership.
- The area is near newly developing industrial sites.
- The area is served by rail services.
- The public facilities needed for intensive development can be readily furnished to the site.

Constraiants:

- The area is small in relation to the site requirements of many industries.
- The road access to the area needs to be improved.
- The southern portion of the edge of the site will be impacted by the proposed expressway bridge over the Hoquiam River. The proposed expressway would reduce traffic congestion by bypassing downtown Hoquiam and Aberdeen and improve access to the industrial waterfront.

Summary of Consultations on Area L:

Area "L" is currently used as a marine storage area and a terminal to load logs and lumber for rail shipment. The forest products processing firm which owns the area does not have rail access to its main mill complex and sorting yards. The railroad sidings in this area give the company flexibility for shipping and recieving raw materials. The company plans to continue to use the area for storage and shipping and to retain the site for potential expansion of their industrial facilities in the future.

Recommendations:

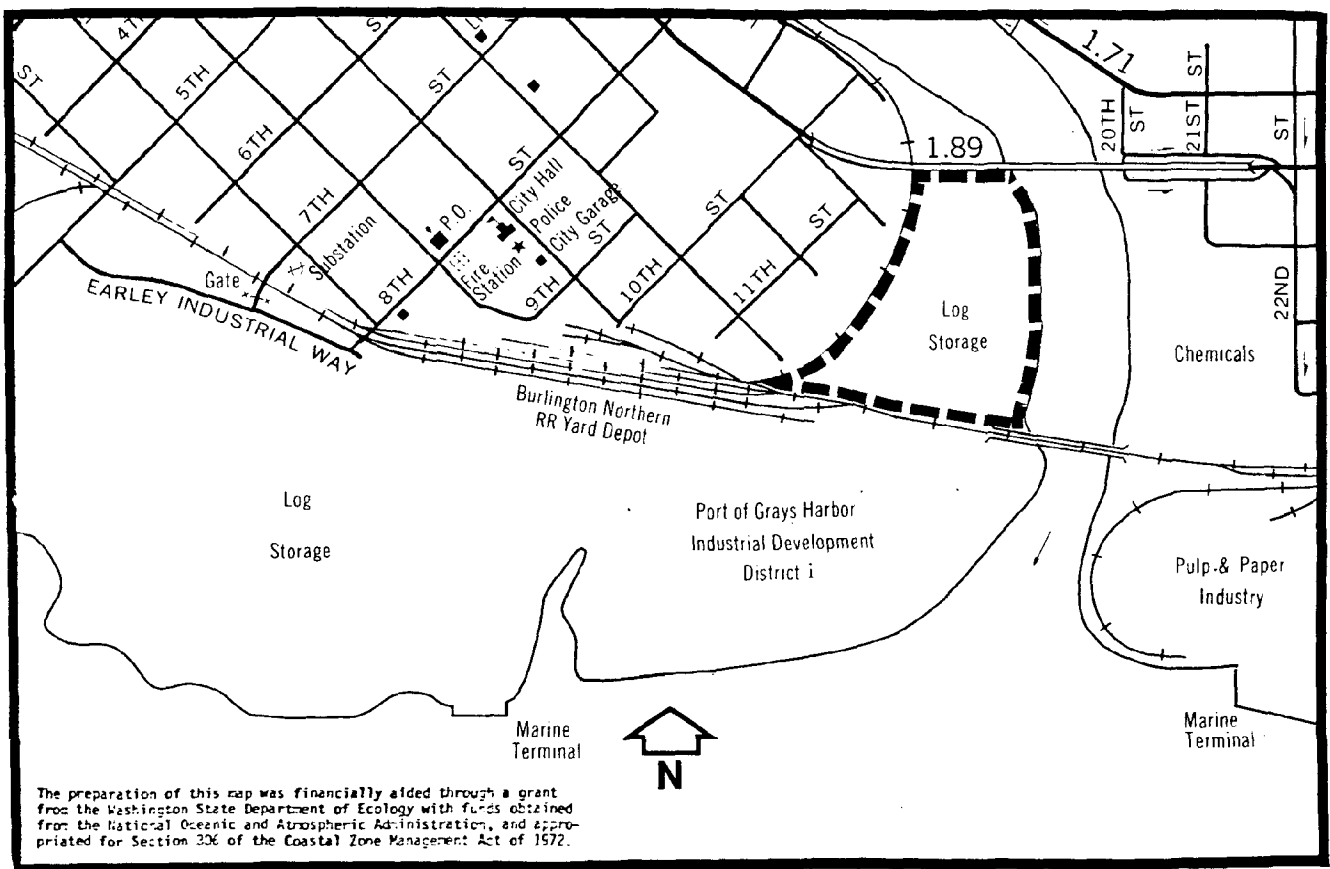
Area "L" is a good site for storage, rail shipping, and industrial development. A potential alignment of the proposed "expressway by pass" to serve the industrial areas of Aberdeen and Hoquiam follows along the railroad tracks on the south border of the property. Permanent structures to be constructed near this alignment should be carefully sited to prevent potential interference with the proposed expressway. The expressway also has the potential to improve the industrial potential of the site.

AREA L

0 800

MAP 11

AREA BOUNDARY



3.2.8 Prime Rehabilitation Opportunity Area M

Area Description:

Area: Approximately 6 acres including private tidelands.

Use and Ownership: Most of the south end of the area is vacant; with commercial uses, docks, an office, and residential uses along Levee Street between Ninth and Seventh Streets. These uses are located in buildings erected over the water. Adjacent uses include two office buildings and a variety of commercial uses. Hoquiam's new police station is adjacent to the southern portion of the area. Two buildings in the area were rated fair and poor by the Revitalization Potentials Study. These buildings require rehabilitation or replacement. The south end of the area is owned by a forest products company, the north end is owned by several firms, individuals, and Washington State.

Uses Permitted: Eating and drinking places, boat building and repair, boat sales, docks, marinas, vehicle repair, storage, manufacturing, and fabricating would be permitted.

Historical and Cultural Resources: Several historic sites are found in this area including: The former site of two of Hoquiam's City Docks. One of the city docks has survived and is still used for boat moorage. The site of Hoquiam's first school. In Hoquiam's early years this area uses an important river landing for boat transportations.

Visual Amenities: This area was highly rated for visual amenities by the Revitalization Potentials Study, with good views of tug boats, fishing boats, the Polson Mansion, and the forested hills.

Assets:

- The area's unique waterfront character and diversity of uses.
- The area's proximity to downtown Hoquiam and a wide variety of nearby commercial and service establishments.
- The area's high quality visual amenities.
- The recently completed rehabilitation of an existing structure for a restaurant.
- The city owned small boat dock which is located within the area.
- The availability of public services to the northern portion of the site.

Constraints:

- The area's circulation problems and limited parking.
- The railroad tracks on Levee Street which tend to compound the circulation problems.
- The area's zoning which tends to limit diversity and potentially appropriate commercial and residential uses.
- The potential conflicts between development of the area and the need for flood protection on the Hoquiam River. The U.S. Army Corps of Engineers is currently studying the feasibility of flood control measures on the river. This limitation is discussed in greater detail below.

Summary of Consultation on Area M:

The U.S. Army Corps of Engineers flood control measure study for the City of Hoquiam has been on hold for this fiscal year. The Corps anticipated the study will resume during Fiscal Year 1983. Although the study has not progressed to the alternative development stage, Corps staff does anticipate considering the alternatives of a dike and/or flood wall along the Hoquiam River. If

after review of the alternatives the flood control measure study proposes a dike or flood wall, the land required could limit access to Area M and limit its development potential. If the Corps study recommends a structural flood control solution, buildings in the area may have to be outside the flood control structure or moved. Because of this possibility, Corps staff recommends that any new buildings or old buildings substantially rehabilitated incorporated improvements to protect the buildings from the one hundred year flood.

Most vacant upland properties in the northern portion of the site are available. The existing users plan to stay at their current locations although some of these sites would also be available for new uses.

Recommendations:

Because of the uncertainty of how any structural flood control measures proposed by the Corps Flood Control study would impact Area M, any new structures should be carefully designed to minimize their impact on a flood wall or dike. Flood protection is important to the City of Hoquiam's future and new structures in this area should be consistent with any flood control measures.

As recommended by the Corps, the City should continue administering its Flood Hazard Zone provisions to ensure buildings are designed and constructed to be protected from the one hundred year flood.

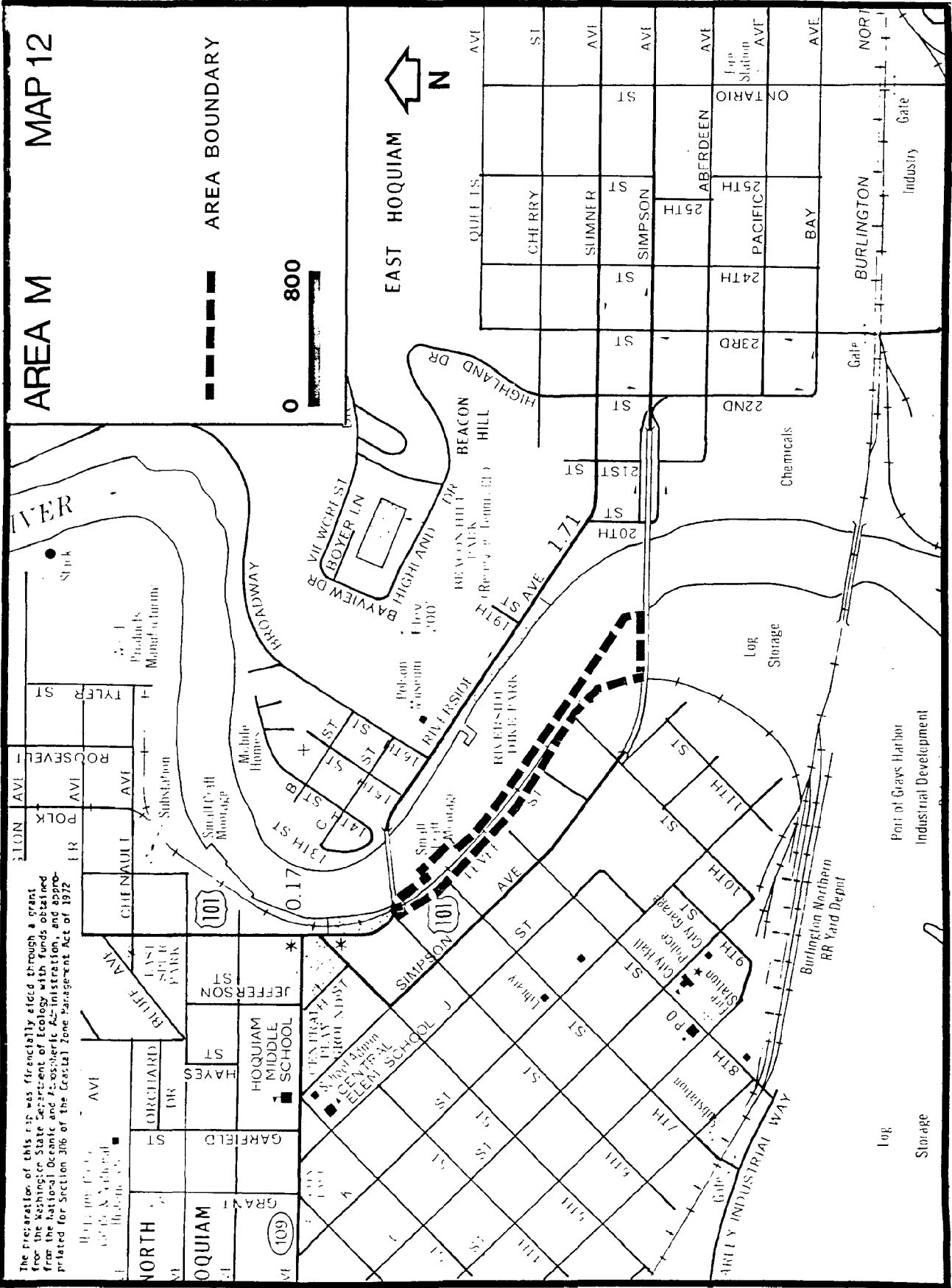
The City should monitor the Corps flood control measure study so that any flood controls would not unnecessarily limit redevelopment of this area to the extent this objective is compatible with the goal of protecting the City of Hoquiam from flood damage.

If, after the impacts any flood control measures would have on Area M have been determined and commercial and water oriented redevelopment of this area is feasible, the City should consider applying a new zoning district to Area M which would permit compatible commercial, water oriented, and residential uses in this area.



AREA M MAP 12

The preparation of this map was financially aided through a grant from the Washington State Department of Ecology with funds obtained from the National Oceanic and Atmospheric Administration, and authorized for Section 306 of the Coastal Zone Management Act of 1972.



3.2.9 Prime Rehabilitation Opportunity Area P

Area Description:

Area: Total approximately 31 acres.
Subarea P-1 approximately 30 acres.
Subarea P-2 approximately 1 acre.

Use and Ownerships: The half of the site south of Washington Avenue is vacant, with one residence. Most of the north half of the site is used for material storage. There is also a small site to the southwest currently in temporary use (subarea P-2). Adjacent land uses include a forest products mill to the north, residences east of Tyler Street and a furniture plant to the southeast. The site is owned by three owners, two forest products firms and one private corporation. Subarea P-2 is also owned by another forest products firm.

Uses Permitted: All types of industrial uses, storage, warehousing, docks, and marinas would be permitted.

Assets:

- The area is within an industrial zoning district and near several forest products processing plants.
- The area is planned for industrial development.
- The area's three ownerships minimize site assembly costs.
- Water, sewer, and other public services are available adjacent to the area.

Constraints:

- Road access to the area requires improvement, and most access routes pass through an established residential neighborhood.
- The potential exists for land use conflicts between industrial uses and the adjacent residential neighborhoods.

Summary of Consultation of Area P:

The portion of Area P-1 adjacent to the cabinet factory is being held for possible future expansion. The balance of the area is available for potential uses. Subarea P-2 is now vacant and available for new uses.

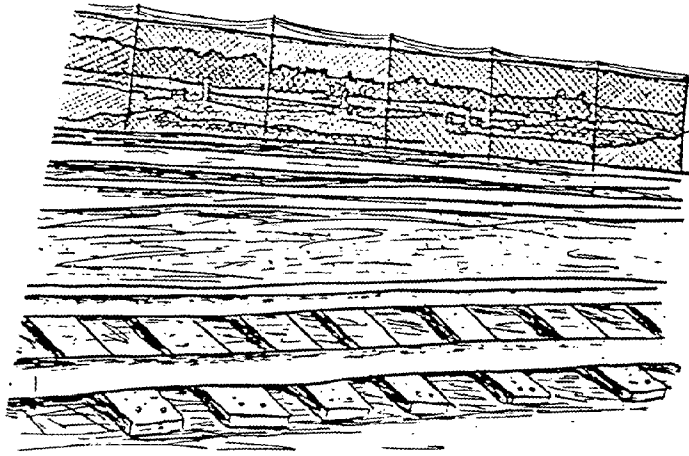
Recommendations:

The City of Hoquiam should continue its efforts to support the redevelopment of this area. Area P has a high potential for light industrial uses.

Area Specific Design Standards:

- New developments in Area P should include an access point on the Hoquiam River for the use of City residents. The access point could be along the alignment of Washington Avenue extended. The access point should be carefully designed to lessen interference with neighboring industrial uses. The access point could include a boat launch and bank fishing area to provide direct access to the Hoquiam River. Direct river access could improve relations between neighbors and compensate in part for the impacts of increased noise and truck traffic.
- Industrial uses should be designed to lessen the potential for increased noise levels within nearby residential neighborhoods. Berms and landscaping could be used to reduce noise transmission.

- Truck access to Area P should follow existing routes to minimize the impacts of increased truck traffic on residential neighborhoods.

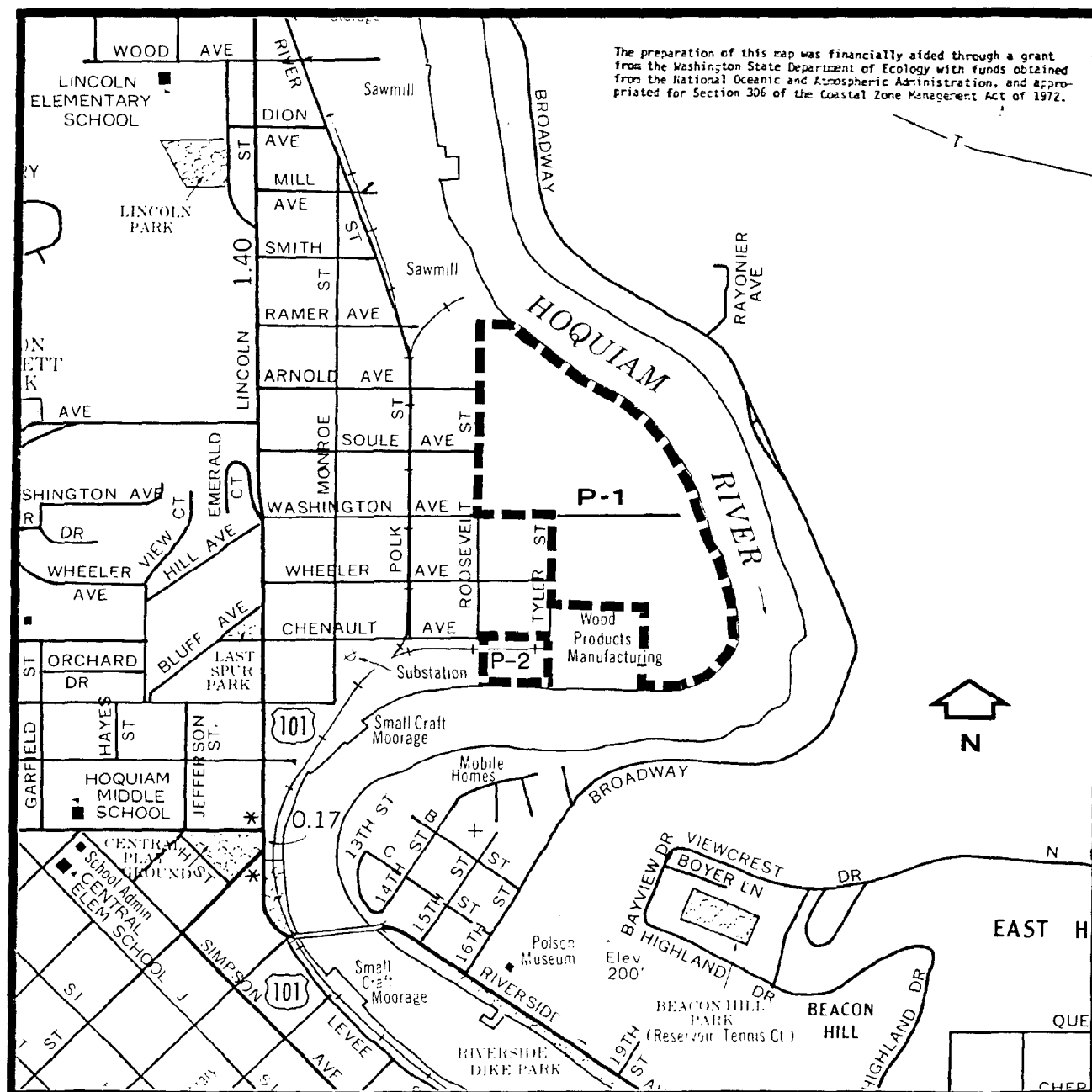


AREA P

MAP13

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AREA BOUNDARY



3.2.9 Prime Rehabilitation Opportunity Area R

Area Description:

Area: Approximately 29 acres.

Use and Ownership: Most of the area is vacant with a boat building firm occupying part of the old door plant located on the site. Adjacent land uses include industrial uses on the east side of the site, and residential uses on the south and west sides. The building complex within the area was rated as poor during the structural quality survey conducted as part of the Revitalization Potentials Study. The buildings are also underutilized. Most of Area R is owned by a private individual with a forest products firm owning a small parcel on the Hoquiam River.

Uses Permitted: Boat construction, boat and machinery repair, storage, warehousing, manufacturing, fabricating and docks would be permitted.

Assets:

- Most of the area is vacant and adjacent to existing industrial and residential development.
- The vicinity of the area has benefited from a relatively high level of development and reinvestment in recent years. An apartment complex was recently constructed west of the area. The residential neighborhood to the south is part of the City of Hoquiam's neighborhood rehabilitation program. The program systematically encourages housing rehabilitation and neighborhood revitalization by providing funding for home repairs and improving streets and other community facilities to promote private reinvestment in the neighborhood.
- The area is served by railroad facilities.
- Most of the area is in a single ownership.
- The area is zoned industrial.

Constraints:

- The poor quality street access to the site.
- The potential for conflicts between industrial development and the adjacent residential neighborhood.
- The potential for conflicts between residential development and adjacent industrial activities both southeast of the site and across the Hoquiam River.

Summary of Consultations on Area R:

Most of Area R is currently for sale. The boat building Company using the buildings in this area is considering moving its entire operation to the site.

Recommendations:

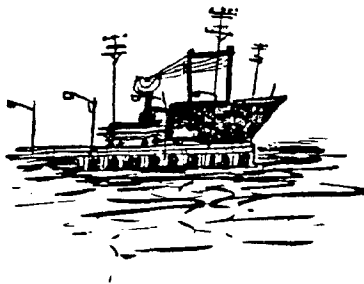
Area R is suitable for both light industrial and multi-family residential development. The area is served by rail facilities, good access can be developed to State Highway 101, and there are adjacent industrial uses. The area is also zoned for industrial uses. The attributes make for a good industrial site. The area's size and the adjacent residential development indicates that light industrial uses would be best. Well designed light industrial uses could utilize the area's attributes to good advantage, while minimizing impacts on adjacent residences.

The area is also suitable for multi-family residential development. An adjacent parcel has been recently developed for multi-family dwellings. The appropriate public facilities are available adjacent to the area. Such a development would also help meet the City's need for new housing. A rezone would be required before residential development could be permitted.

Which type of development will be more appropriate depends on which need, new industry or new housing, is most important and which types of development the site is able to attract over the long term.

Area Specific Design Standard:

- New developments in Area R should provide public access to the Hoquiam River. Depending on the type of use either point or linear access could be provided. Point access would be more compatible with industrial uses and linear access would be more compatible with residential uses. Direct access to the Hoquiam River should be encouraged.
- Any industrial uses should be designed to lessen the potential for increased noise levels within nearby residential neighborhoods. Berms and landscaping could be used to reduce noise transmission.
- Truck access to Area R should be planned to minimize the impact of increased truck traffic on residential neighborhoods.



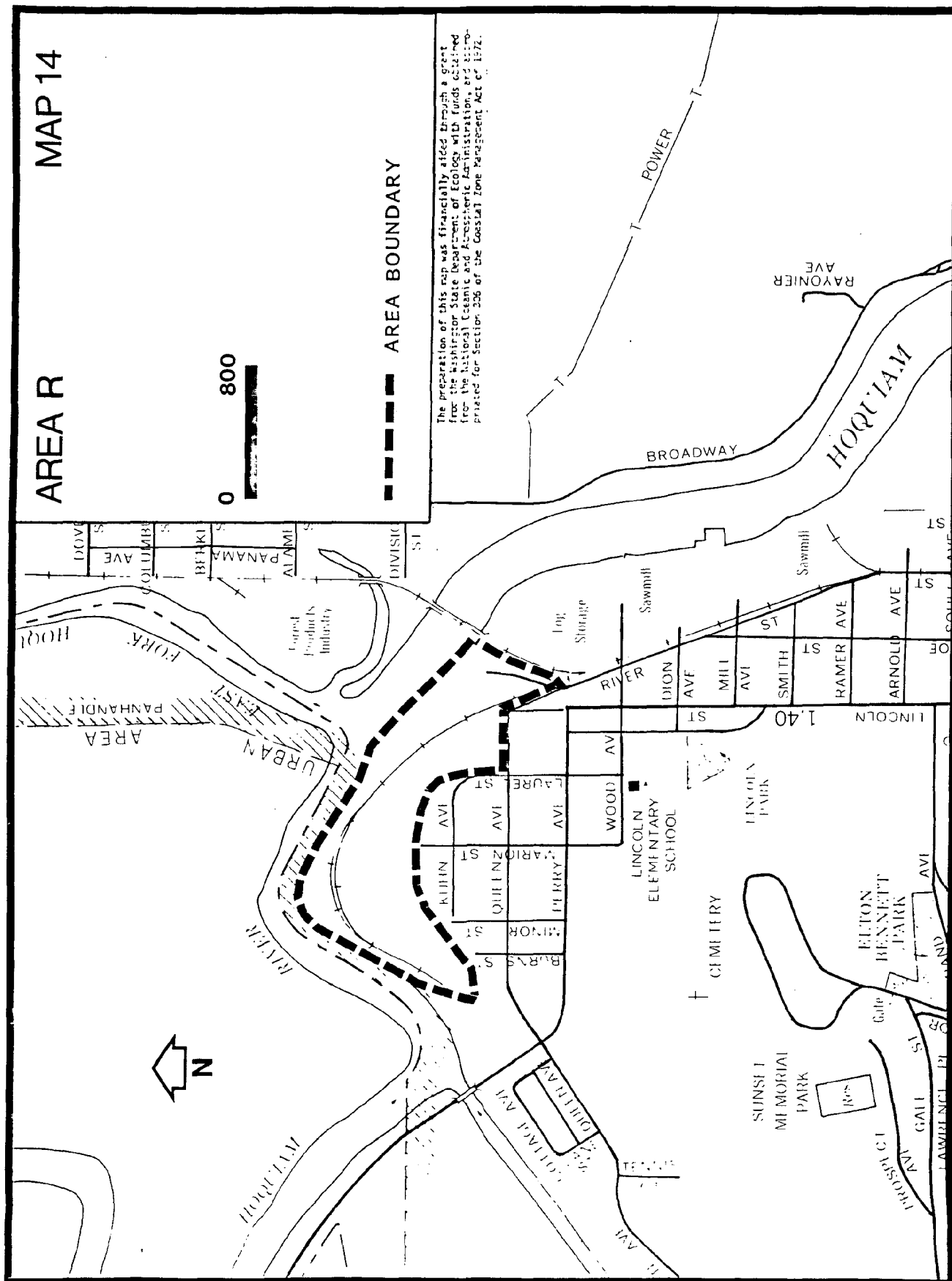
MAP 14

AREA R

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AREA BOUNDARY

The preparation of this map was financially aided through a grant from the Washington State Department of Ecology. The funds received from the National Oceanic and Atmospheric Administration, are appropriated for Section 226 of the Coastal Zone Management Act of 1972.



CHAPTER FOUR
POTENTIALS PUBLIC FUNDING SOURCES

CHAPTER FOUR
POTENTIAL PUBLIC FUNDING SOURCES

4.1 INTRODUCTION

While the redevelopment of the urban waterfront is too big a job for public agencies to accomplish alone, public agencies and public funds can play a significant role in encouraging revitalization activities. Public funds can encourage private investment either through funding projects such as a park or similar public facility which encourages private investment in nearby areas or by funding a portion of a private project such as providing the public facilities necessary for a shopping center.

This later method of encouraging private redevelopment is often referred to as "leveraging". Leveraging is using a relatively small amount of public funds to encourage a greater amount of private investment. It is based on the principal that the line between a profitable and unprofitable project is a very fine one. Leveraging seeks to provide the minimum amount of public funds necessary to ensure that a project with significant public benefits is profitable. Leveraging is the basis of a number of innovative uses of public funds to encourage private redevelopment.

Leveraging is often coupled with a recapturing arrangement where a part or all of the public funds are returned to the agency which provided them. Recapture is possible because, in general, the most difficult part of any project is obtaining the upfront costs. If a public agency can reduce those upfront costs (and thereby assume a portion of the risk) either through paying for part of the project costs such as rebuilding a street to provide access to a new development or through a low interest loan then the agency should participate in the project's benefits when it is profitable. These "profits" can then be invested in other redevelopment projects. It should be noted that recapture payments are well below market rates, although in very risky projects not that much lower.

Leveraging and recapture are attempts to stretch declining public monies in this age of budget cuts. Because of federal and state funding cutbacks, the availability of grant programs and the amount of funds to be disbursed by the programs can change rapidly. This change and uncertainty is likely to increase and the amount of funding available for many programs in this chapter may change dramatically. Given this atmosphere those grant applications that are most the competitive will likely be those which incorporate variations on the themes of leverage, recapture, and a mix of funds from various sources including local, state, federal, and (in some cases) private sources.

The following section lists the local, state and federal funding sources which can help fund the redevelopment of the urban waterfront. For additional information on any of these funding sources contact the staff of the Grays Harbor Regional Planning Commission, 2109 Sumner Avenue Suite 202, Aberdeen, WA 98520

Appendix A contains a listing of the Federal Funding Agency's Regional Office contacts for additional information on the federal grants listed below.

4.2. LOCAL AND STATE FUNDING SOURCES

4.2.1 Assessments Against Benefited Properties (Local Improvements Districts (LIDS, ULIDS)):

Name of Agency: Cities and Towns

Funding Categories: A wide variety of capital improvements.

Who Can Initiate: Local governments with the consent of the benefited property owners.

Contact: Municipal Attorney.

Comments: Washington State Law provides for a variety of capital improvements which can be funded by assessing the properties benefited by the improvements. Improvements are funded through the sale of bonds which are paid back by special property tax assessments against the benefited properties. Advantages: those properties which directly benefit pay. Disadvantages: the improvement projects may have widespread benefits while the cost is paid by a limited number of people. And, property owners may not be able to pay for the needed improvements. This funding source has been used to fund a variety of projects from construction of water supply lines to commercial area beautification.

4.2.2 General Obligation Bonds:

Name of Agency: Cities, Towns, Counties, and Port Districts.

Funding Categories: A wide variety of public capital improvements.

Who Can Initiate: Local governments.

Contact: Municipal Attorney.

Comments: General obligation bonds can be used for a variety of public purposes including municipal buildings, property purchases, utility construction, and parks. The Seattle Forward Thrust Bonds are a good example of using general obligation bonds to purchase and construct parks and public buildings. General obligation bonds must generally be approved by the legislative body of the jurisdiction and the community's voters. Certain revenue producing projects such as water and sewer systems can be funded by revenue bonds. The bonds are retired by payments generated by system revenues. These are similar to general obligation bonds, but do not require a vote of the people. Revenue bonds generally carry a higher interest rate than general obligation bonds.

4.2.3. General Revenues:

Name of Agency: Cities, Towns, Counties, and Port Districts.

Funding Categories: A wide variety of public capital improvements.

Who Can Initiate: Local governments.

Contact: Local Elected Officials.

Comments: General revenues can be used to fund a variety of projects. However, these funds are quite limited, with many competing demands on them. They are usually used for maintenance and operations although most budgets include small amounts for capital projects such as street rehabilitation.

4.2.4 Industrial Revenue Bonds (IRB's):

Name of Agency: Issued by Cities, Towns, Counties and Port Districts. They are backed by the company in whose name they are issued not the local municipality.

Funding Categories: Industrial facilities, buildings, warehouses, docks, transportation facilities, infrastructure, energy facilities and pollution control devices.

Who Can Apply: Established industrial concerns including individuals and companies.

Contact: Port of Grays Harbor staff (The Port currently has the only Industrial Development Corporation authorized to issue the bonds on behalf of industrial concerns.)

Financial Information: Maximum amounts of bonds which can be issued for any project:

- (a) 1 million total IRB funds from the same jurisdiction with no limit for capital expenditures from other sources.
- (b) 10 million total, this limit includes all capital expenditures on the project from any source over a six year period.
- (c) There is no dollar limit for bonds issued for airports, docks, wharves, mass transit facilities or parking facilities.

Comments: A constitutional amendment authorizing Industrial Revenue Bonds was approved by the voters of the state during the 1981 general election. The amendment authorized local governments to form Industrial Development Corporations which, when approved by the State Department of Commerce and Economic Development, can issue bonds on behalf of industrial concerns for industrial facilities. The bonds are not backed by the local government. They are backed by the industrial concern, but because they are issued by a public agency purchasers of the bonds don't have to pay any federal income tax on the interest income from the bonds. Consequently IRB's generally allow companies to obtain financing at three or four percentage points below the going commercial interest rate.

4.2.5 House Joint Resolution 52 Bonds:

Name of Agency: Interagency Committee for Outdoor Recreation.

Funding Categories: The acquisition and improvement of parks and recreation areas.

Type of Assistance: Project Grants.
 Who Can Apply: Local governments.
 Contact and Address: Glenn Moore, Chief of Project Services, Interagency Committee for Outdoor Recreation, 4800 Capital Blvd., Mail Stop KP-11, Tumwater, WA 98504.
 Financial Information: \$2,000,000 in grants a year.
 State Share: 50 percent of project cost.
 Comments: A very competitive program. Applicant must have a State approved parks and recreation plan to be eligible.

4.2.6 Initiative 215 Bonds:

Name of Agency: Interagency Committee for Outdoor Recreation.
 Funding Categories: The acquisition and improvement of marine (boating) related recreation areas and facilities, examples include docks and boat ramps.
 Type of Assistance: Project Grants.
 Who Can Apply: Local governments.
 Contact and Address: Glenn Moore, Chief of Project Services, Interagency Committee for Outdoor Recreation, 4800 Capital Blvd., Mail Stop KP-11, Tumwater, WA 98504.
 Financial Information: \$50,000 in grants a year.
 State Share: 75 percent of project costs.
 Comments: In recent years the available monies have exceeded the applications. The funds are derived from an earmarked portion of the gas tax. Applicant must have a State approved parks and recreation plan to be eligible.

4.2.7 Outdoor Recreation-Acquisition, Development, and Planning Land and Water Conservation Fund Grants

Name of Agency: Interagency Committee for Outdoor Recreation.
 Funding Categories: Acquisition and development of outdoor parks and recreation facilities, not operation and maintenance.
 Primary Focus: To acquire and develop outdoor recreation facilities.
 Type of Assistance: Project grants.
 Who Can Apply: Local Governments.
 Contact and Address: Glenn Moore, Chief of Project Services, Interagency Committee for Outdoor Recreation, 4800 Capital Blvd. Mail Stop KP-11, Tumwater, WA 98504.
 Financial Information: Monies for local projects are not currently available.
 State Share: 75 percent of project costs.
 Comments: These are federal funds passed through to local governments by the State. The Reagan Administration has proposed using these funds to maintain federal parks and recreation areas, but this would require a change

in Federal Law. The Congress appears to want to use these funds for park acquisition and improvement. Although no funds are currently available, if Congress wins the dispute additional monies will become available for local projects. Applicants must have a State approved parks and recreation plan to be eligible.

4.2.8 Small Cities Community Development Block Grants (CDBG):

Name of Agency: Planning and Community Affairs Agency. (The grant monies are passed through from the U.S. Department of Housing and Urban Development.)

Funding Categories: Acquisition, rehabilitation or construction of certain public works facilities and improvements, site preparation, housing rehabilitation, code enforcement, relocation payments and assistance administrative expenses, economic development, and completing existing urban renewal projects.

Primary Focus: To assist communities in providing decent housing and a suitable living environment, and expanded economic opportunities, principally for persons of low and moderate income.

Type of Assistance: Project Grants.

Who Can Apply: General purpose local governments.

Contact and Address: Dara Bray, Planning & Community Affairs Agency, Ninth and Columbia Building, Mail Stop GH-51, Olympia, WA 98504.

Financial Information: \$6,465,160 in new grants in 1982.

Maximum Amount: \$750,000 per year. Grants can run from one to three years.

State Share: Up to 100 percent.

Comments: This is a very competitive grant program empathizing activities which benefit low and moderate income persons. Anyone thinking of applying for these funds should contact the Grays Harbor Regional Planning Commission for technical assistance.

4.3. FEDERAL FUNDING SOURCES

PLANNING GRANTS

4.3.1 Coastal Energy Impact Program-Planning Grants:

Name of Agency: Commerce Department, National Oceanic and Atmospheric Administration. Administered by the Washington DOE.

Funding Categories: Planning.

Primary Focus: To assist state and local governments to study and plan for the social, economic environmental consequences on the coastal zone of new or expanded energy facilities, to encourage national and timely planning and management of energy siting and energy resource development.

Type of Assistance: Project Grants.

Who Can Apply: Any coastal state which has been approved under Section 306; or receiving a grant under Section 305(c); or (d), or in the judgement of the Associate Administrator is making satisfactory progress toward the development of a management program which is consistent with the policies set fourth in Section 303.

Contact and Address: Glen Crandal, Washington State Department of Ecology. Mail Stop DV-11 St Martin's College, Lacey, WA 98504.

Financial Information: Available funds (Grants) FY81 \$3,218,000; FY82 \$1,034,000, and FY83 \$0.00.

Federal Share: 80 percent.

Comments: This is a federal grant program administered in Washington State by the Department of Ecology. The Satsop Power Project is classified as a coastal energy project under this program and the Eastern Grays Harbor community's have utilized these grant funds for many years. 1982 is probably the last year these funds will be available.

4.3.2 Design Arts Program:

Name of Agency: National Foundation on the Arts and Humanities-National Endowment for the Arts.

Funding Categories: Planning, design, and communication.

Primary Focus: To encourage communities to introduce exemplary design as an intergral part of their planning processes

Type of Assistance: Grant (can be uses as matching funds for other Federal sources).

Who Can Apply: Local governments and organization with tax-exempt status under section 170(c) of the IRS Code and individuals.

Contact and Address: Director, Design Arts Program, National Endowment for the Arts, 2401 E Street, N.W. Washington, D.C. 20506.

Financial Information: Available funds (Grants) FY81 \$5,608,000; FY82 \$4,794,000, and FY83 \$3,132,000.

Range: Individuals up to \$15,000. Organizations up to \$50,000.
Average: Individuals up to \$9,000. Organizations up to \$18,000.
Federal Share: 50 percent.

PUBLIC FACILITIES GRANTS AND LOANS

4.3.3 Economic Development Grants and Loans for Public Works and Development Facilities:

Name of Agency: Commerce Department-Economic Development Administration.
Funding Categories: Total Public Projects-Acquisition, Construction...Roads, Sewers, Port Facilities...
Primary Focus: To assist in the construction of public facilities needed to initiate and encourage long term economic growth in designated geographic areas where economic growth is lagging behind the rest of the Nation. Emphasis on increasing private investment in the areas.
Type of Assistance: Project Grants.
Who Can Apply: State and local governments, Indian tribes, private and public nonprofit organizations in designated redevelopment areas.
Contact and Address: EDA regional office or Anthony Deangelo, Operations Director, Economic Development Administration, Department of Commerce, Washington D.C. 20230.
Financial Information:
Available Funds: FY81 \$220,400,000; FY81 \$18,000,000 and FY83 \$0.00.
FY81 210 projects were approved.
Range of Assistance: \$50,000 to \$7,138,000.
Average: \$580,000
Federal Share: Up to 50 percent. Severely depressed areas, up to 80 percent.
Comments: The Grays Harbor area has not been designated eligible for these funds, although the Grays Harbor Regional Planning Commission is attempting to secure the designation. This program will be zeroed out in Federal Fiscal Year 1983.

4.3.4 Economic Development-Public Works Impact Projects:

Name of Agency: Commerce Department-Economic Development Administration.
Name of Program: Economic Development-Public Works Impact Projects.
Funding Categories: Construction of public facilities.
Primary Focus: To provide immediate useful work to unemployed and under-employed persons in designated project areas.

Type of Assistance: Project Grants.

Who Can Apply: State and local governments, Indian tribes, private and public nonprofit organizations.

Contact and Address: EDA Regional Offices or Anthony Deangelo, Director, Operations Directorate, Economic Development Administration, Development of Commerce, Washington D.C. 20230.

Financial Information:

Available Funds: (Grants) FY81 \$38,800,000; FY82 \$12,000,000 and FY83 \$0.00.

Range of Assistance: Priority for projects of \$600,000 or less.

Average: \$220,000.

Federal Share: 80 percent, local share maybe waived.

Comments: This program is targeted to be zeroed out in FY83.

4.3.5 Urban Mass Transportation Capital Improvement Grants:

Name of Department: Department of Transportation-Federal Highway Administration.

Funding Categories: Acquisition, construction, reconstruction, and improvements.

Primary Focus: Mass Transit Projects (also people movers, boats, transit malls, etc.)

Type of Assistance: Grant.

Who Can Apply: Local Government, Local Transit Authority, Metropolitan Planning Authority.

Contact and Address: Regional Office or the Office of Transit Assistance, Office of Grants Assistance, Urban Mass Transportation Administration 400 7th Street S.W. Washington D.C. 20590.

Financial Information:

Available Funds: (Grants) FY81 \$1,925,000; FY82 \$1,680,000,000 and FY83 \$1,561,000,000

Range: \$1,216 to \$8,000,000,000.

Average: \$5,000.

Federal Share: 80 percent.

COMPREHENSIVE GRANTS

4.3.6 Special Economic Development and Adjustment Assistance Program - Long Term Economic Deterioration:

Name of Agency: Commerce Department, Economic Development Administration.

Funding Categories: Planning, rent supplement, mortgage payment assistance, technical assistance, public facilities, public services and business development.

Primary Focus: To provide special Economic Development and Adjustment Assistance Programs to help State and local areas meet special needs arising from actual or threatened unemployment as a result of economic dislocation or other severe changes in economic assistance.

Type of Assistance: Project Grants.

Who Can Apply: State and local governments, Indian tribes and private nonprofit organization.

Contact and Address: EDA Regional Office or Anthony Deangelo, Director,
Operations Directorate, Economic Development Adminis-
tration, Department of Commerce, Washington D.C.
20230.

Financial Information:
Available Funds: (Grants) FY81 \$23,943,000; FY82 \$33,000,000 and FY83 \$0.00.
Range of Assistance: Plan development: \$25,000 to \$100,000.
Plan Implementation: \$200,000 to \$5,000,000.
In 1981 17 projects were funded.

Federal Share: 75 percent, local match maybe waived.

Comments: The Grays Harbor Regional Planning Commission has
unsuccessfully attempted to get the Grays Harbor
Region designed under this program. This program is
targeted to be zeroed out in FY83.

GRANTS TO ENCOURAGE PRIVATE INVESTMENT

4.3.7. Urban Development Action Grants:

Name of Department: Department of Housing and Urban Development.

Funding Categories: Acquisition, Construction, Improvements and Relocation
of Business.

Primary Focus: To leverage private investments for residential or
commercial developments.

Type of Assistance: Project Grants.

Who Can Apply: Distressed cities and distressed urban counties (Aber-
deen and Hoquiam are eligible.)

Contact and Address: HUD Area Office or the Office of Urban Development
Action Grants, Community Planning and Development,
HUD 481 7th Street, S.E. Washington D.C. 20410.

Financial Information: (Grants) FY81 \$740,548,000, FY82 \$675,000,000 and
FY83 \$470,000,000.

Average Small Cities
Grant: \$981,000.

Comments: A very competitive program. Approved grants average
six (6) dollars of private investment for every UDAG
dollar. Potential applicants should contact the Grays
Harbor Regional Planning Commission for additional
information.

DIRECT LOANS TO PRIVATE ENTERPRISE

4.3.8 Economic Opportunity Loans for Small Businesses:

Name of Department: Small Business Administration.

Funding Categories: Establishment, preservation, and strengthening of small
businesses owned by low-income or socially or economically
disadvantaged persons.

Primary Focus: To provide loans up to \$100,000 with maximum maturity
of 15 years, to small business owned by low income or

socially or economically disadvantaged person.

Type of Assistance: Direct Loans; Guaranteed/Insured Loans; Advisory Services and Counseling.

Who Can Apply: Low income people who have been discriminated against in normal lending channels due to social or economic disadvantage.

Contact and Address: Regional or local office or the Small Business Administration or Assistant Administrator for Management Assistance, Small Business Administration, 1441 L Street, N.W., Washington D.C. 20416.

Financial Information:

Available Loan Funds: FY81 (Direct) \$42,237,161, (Guaranteed) \$18,900,101; FY82 (Direct) \$6,083,300, (Guaranteed) \$2,811,550 and FY83 (Direct) \$0.00, (Guaranteed) \$167,000,000.

Range: Direct loans: \$1,000 to \$100,000.
Guaranteed loans: \$2,250 to \$315,600.

Average: Direct loans: \$34,030.
Guaranteed loans: \$39,380.
Loans Approved in 1982 220.

4.3.9 Small Business Loans:

Name of Department: Small Business Administration

Name of Program: Small Business Loans (7(a)Loans).

Funding Categories: To construct, expand, or convert facilities; to purchase building equipment or materials; for working capital.

Primary Focus: To aid small businesses which are unable to obtain financing in the private credit marketplace, including agricultural enterprises.

Type of Assistance: Direct Loans; Guaranteed/Insured Loans.

Who Can Apply: A small business which is independently owned and operated and is not dominant in its field. There is no set definition of a small business, but generally it is one that employs five hundred or fewer people, and is small relative to other businesses in its industry.

Contact and Address: District Office of the Small Business Administration or Director, Office of Financing, Small Business Administration, 1441 L Street, N.W. Washington, D.C. 20416.

Financial Assistance:

Available Loan Funds: FY81 (Direct) \$153,168,413, (Guaranteed) \$2,526,123,628. FY82 (Direct) \$28,493,138, (Guaranteed) \$484,578,263. FY83 \$0.00.

Range: Direct loans \$1,000 to \$350,000.
Guaranteed loans \$1,800 to \$500,000.

Average: Direct loans \$54,782.
Guaranteed loans \$113,589
Loans approved in 1982 4,116.

LAND SALES AND DONATIONS

4.3.10 Disposal of Federal Real Property:

Name of Agency: General Services Administration.

Funding Categories: Land Donation.

Primary Focus: Give excess Federal Government property to be developed for the benefit of the area.

Type of Assistance: Land.

Who Can Apply: Local government or planning agencies can make General Services aware that excess land exists, or land is found through General Services review of its holdings.

Contact and Address: Assistant Commissioner, Office of Real Property, Federal Real Property Resource Services, General Services Administration, Washington D.C. 20405.

Financial Information: FY81 Donations and other discounts: 110 properties having an estimated value of \$57 million. Sales: 191 properties generating proceeds of \$83.7 million. FY82 Donation and other discounts: 70 properties having an estimated value of \$60 million. Sales 116 properties generating proceeds of \$113 million. FY83 Sales: 209 properties generating proceeds of \$254 million.

Comments: The Reagan Administration has proposed the end of property donations with accelerated sales of surplus federal properties.

APPENDIX

APPENDIX A
FEDERAL FUNDING AGENCY
REGIONAL OFFICES

Economic Development Administration
Regional Office
1700 Westlake Avenue North, Suite 500
Seattle, WA 98109
(206) 442-0596

Department of Housing and Urban Redevelopment
Seattle Area Office
Office of Community Development
1321 Second Avenue Mail Stop 409
Seattle, WA 98101
(206) 442-7456

National Park Service
Pacific Northwest Regional Office
601 Fourth and Pike Building
Seattle, WA 98101
(206) 399-5565

Urban Mass Transportation Administration
Region X Office
Suite 3142 Federal Building
915 Second Avenue
Seattle, WA 98174
(206) 442-4210

Small Business Administration
Area Office
Courthouse Building, Room 651
Spokane, WA 99210
(509) 456-0111

